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Draft Supplemental Environmental Impact Report

San Francisco General Hospital Parking Garage

88.271E

Draft EIR Publication Date: January 15, 1993
Draft EIR Public Hearing Date: February 18, 1993
Draft EIR Public Comment Period: January 15 to February 18, 1993
Draft Supplemental EIR Publication Date: February 11, 1994
Draft Supplemental EIR Public Comment Period: February 11 to March 17, 1994

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DATE: February 11, 1994

TO: Distribution List for San Francisco General Hospital Parking Garage EIR

FROM: Barbara W. Sahm, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the San Francisco General Hospital Parking Garage (File No. 88.271E)

This is the Draft Supplemental Environmental Impact Report for the San Francisco General Hospital Parking Garage. A public hearing will be held on the adequacy and accuracy of this document on March 17, 1994. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft Supplemental EIR and the original Draft EIR, as well as our responses to those comments. It may also specify changes to the Draft EIR or the Draft Supplemental EIR.

Those who testify at the hearing or submit written comments on the Draft Supplemental EIR will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification of a Final EIR; others may receive such copies and notice on request or by visiting our office. This Draft Supplemental EIR, together with the original Draft EIR and the Summary of Comments and Responses document, will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR, if deemed adequate, accurate and objective.

After certification, we will modify the Draft Supplemental EIR and the original Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report (EIR). *The Final EIR will add no new information to the combination of the previous documents except to reproduce the certification resolution.* It will simply provide the information in one rather than three documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft Supplemental EIR and the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and the Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you want a copy of the Final EIR, please so indicate in the space provided on the next page and mail the request to the Office of Environmental Review within two weeks after certification of the Final EIR. Any private party not requesting the Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR. Copies will also be available at the Department of City Planning, 450 McAllister Street, 6th Floor, San Francisco, CA 94102.

Thank you for your interest in this project.

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Attn: Jim McCormick, EIR Coordinator
88.271E - SFGH Parking Garage

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RETURN REQUEST REQUIRED FOR FINAL ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Department of City Planning
Office of Environmental Review

Please send me a copy of the Final EIR on the San Francisco General Hospital Parking Garage.

Signed:_____

Name:_____

Address:_____

_____

_____
(please print)

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* Indicates revised figure from Draft EIR

INTRODUCTION

The San Francisco Parking Authority is proposing to construct an approximately 800- to 1,200-space parking garage adjacent to the San Francisco General Hospital. It is proposed to be located on the entire city block bounded by 23rd Street, Utah Street, San Bruno Avenue and 24th Street, in the City and County of San Francisco, directly south of the hospital. The proposed project would include demolition of the existing MUNI facilities at that location. The parking garage is intended to serve the hospital staff, patients and visitors as well as neighborhood residents and commercial patrons.

The Draft Environmental Impact Report (EIR) on the San Francisco General Hospital Parking Garage was published by the Department of City Planning on January 15, 1993, in compliance with the California Environmental Quality Act (CEQA) and the San Francisco guidelines for its implementation. It was circulated for public review for 34 days, from January 15 to February 18, 1993, and a public hearing on the Draft EIR was held before the San Francisco City Planning Commission on February 18, 1993.

Following this period, the project sponsor has made some design revisions on the proposed parking garage, and the Department of City Planning has determined that a Draft Supplemental EIR is necessary to present these design revisions to the public along with an analysis of any potential environmental effects associated with these design revisions. This Draft Supplemental EIR also includes updated information available since the publication of the Draft EIR and an additional alternative which was requested during the public comment period on the Draft EIR.

A Notice of Availability of the Draft Supplemental EIR will be distributed to those receiving the Draft EIR. Copies of the Draft Supplemental EIR will be sent to those who commented on the Draft EIR as well as those who requested a Final EIR or a copy of the Draft Supplemental EIR. There will be a 34 day public review period to receive comments on the Draft Supplemental EIR, from February 11 to March 17, 1994. A public hearing before the City Planning Commission will also be held on the Draft Supplemental EIR on March 17, 1994. All interested parties are encouraged to comment on the contents of the Draft EIR, either orally at the public hearing or in writing to the Department of City Planning, 450 McAllister Street, San Francisco, California 94102.

All comments received on the Draft Supplemental EIR will be combined with those received on the Draft EIR, and written responses will be prepared for individual comments on both documents. This information will be presented in the Summary of Comments & Responses, which will be distributed to interested parties.

The Summary of Comments & Responses together with the Draft EIR and the Draft Supplemental EIR will then comprise the full EIR and will be presented before the City Planning Commission for certification that it is adequate, accurate and objective.

Following certification of the EIR, the Final EIR will be prepared, combining the Draft EIR, Draft Supplemental EIR, the Summary of Comments & Responses, and any addenda, errata, or modifications. The Final EIR is an informational documents for use by the City and the public in identifying potential environmental consequences of implementing the proposed demolition and construction of a parking garage. The Final EIR will be reviewed and considered by various decision makers prior to their ultimate decision to approve, disapprove, or modify the project which is finally proposed.

CHAPTER 1
SUMMARY

PROJECT DESCRIPTION (pages 6 to 24)

The San Francisco Parking Authority is proposing to construct an approximately 800- to 1,200-space parking garage adjacent to the San Francisco General Hospital (SFGH). It is proposed to be located on the entire city block bounded by 23rd Street, Utah Street, San Bruno Avenue and 24th Street (Assessor's Block 4213, Lot 1) in the City and County of San Francisco, directly south of the hospital. The proposed project would include demolition of the existing MUNI facilities at that location, after relocation of the operations currently using the site. The parking garage is intended to serve the hospital staff, patients and visitors as well as neighborhood residents and commercial patrons.

The first phase of construction would include a six-level parking structure and a surface lot, with a total capacity of approximately 800 to 850 parking spaces. The 300,000-square-foot structure would be located on the northern two thirds of the site, and the surface lot on the southern one third. As required by the existing height limits, the maximum height of the structure as measured under the City Planning Code would be 40 feet to the roof deck. The main entrance/exit to the site would be located on 24th Street, and there would be a secondary access on 23rd Street for use in the evenings only. Parking fees would be charged at the garage, and the garage would operate 24 hours per day. Construction of the parking facility would require excavation to a depth of three to eight feet throughout the project site and removal of about 13,000 cubic yards of soil.

The second phase of the construction would increase the parking capacity of the site to 1,200 spaces by constructing a 400-space parking structure on the surface parking lot on the south side of the site, connected to the Phase 1 structure. The Phase 2 structure would be subject to the same 40-foot maximum height limitations, and the total gross area for the entire structure would be about 450,000 square feet. There would be an additional future access constructed in the Phase 2 portion of the garage, located on Utah Street, to accommodate the increased flow of traffic. Operation of the Phase 1 parking structure could be maintained during construction of the Phase 2 parking structure. Currently, there is no schedule for design or construction of the Phase 2 structure.

The total construction period for Phase 1, including demolition, is expected to be about 20 months, with completion scheduled for summer 1996. Estimated construction cost of the proposed parking facility is about $12.8 million for Phase 1, and approximately $5 million for Phase 2. At this time, there are no plans to construct the Phase 2 portion of the garage.

The Draft EIR on this project was published in January 1993 and addressed the following topics: Land Use; Traffic, Circulation and Parking; Noise; Air Quality; Visual Quality; and Hazards. Subsequent to the Draft EIR, changes in the project description necessitated preparation of a Draft Supplemental EIR. This Draft Supplemental EIR addresses only those topics affected by the revisions in the project description since publication of the Draft EIR or those topics where comments made during the public review period warranted inclusion of new information in this Draft Supplemental EIR. These topics include: Land Use; Traffic, Circulation and Parking; Noise; Visual Quality; Hazards; and Cultural Resources.

POTENTIAL IMPACTS (pages 25 to 37)

Land Use (pages 25 to 27)

The proposed project would have a maximum height of 40 feet as measured under the City Planning Code and would conform to the 40-foot height restriction for the project site. The calculations for maximum building heights are in compliance with Sections 102.12 and 260 of the City Planning Code. Both the Phase 1 and the Phase 2 portions of the structure would conform to the height restriction.

Transportation, Circulation and Parking (pages 27 to 30)

Recent traffic counts at the Potrero and 23rd Street intersection suggests that traffic conditions at the intersections in the project vicinity have not changed measurably since 1989 when the data was collected for the Draft EIR.

Truck traffic associated with the additional excavation phase of the project would consist of about 25 to 30 daily truck loads, or 50 to 60 daily one-way truck trips for about a one-month period. This would be about 6 to 8 truck trips each hour. While truck volumes are not expected to affect traffic operations, the movement of trucks are slower than passenger vehicles and their presence could be disruptive to normal traffic flows during this period. Curb parking and sidewalks around the site's perimeter would temporarily be displaced during this period of excavation and hauling.

Noise (pages 30 to 31)

Temporary noise increases at nearby residences and receptors would be generated by construction equipment operation and also by truck traffic. Noise levels of excavation equipment would be about 72 decibels at 100 feet, assuming noise control measures are employed. Noise generated by a single passing

truck could range between 70 and 85 decibels at 100 feet, depending on travel speed and truck size. The City's Noise Regulation that permits a maximum noise level of 80 decibels during construction would not be exceeded. However, nearby residents, commercial users, and hospital patients, staff and guests would experience temporary disruption due to interior noise levels exceeding 45 decibels.

Visual Quality (pages 32 to 33)

The proposed parking structure would not be subject to the requirements of the City's Sunlight Ordinance. However, there would be increased blockage of sunlight in the late afternoon to residences east of the project site, along San Bruno Avenue and Vermont Street. Similarly, there would an increase in the obstruction of private views from second-story residences along San Bruno Avenue and Vermont Street.

Hazards (pages 34 to 37)

Remediation of contaminated soil and groundwater is currently in progress at the project site. An interim pumping system is in place, and final remediation design for in-situ bio-remediation is scheduled for installation in the fall of 1994.

The proposed additional excavation would increase the potential for encountering hazardous materials on the project site, particularly during drilling of the foundation caissons to a depth of about 40 feet, but also during excavation of the entire site. If necessary, excavated soils would be sampled and analyzed for contaminants to determine if there are any public health or environmental hazards due to exposure to the soil and to determine the appropriate method for disposal. If contaminants are identified in the soil at levels considered hazardous to public health or the environment, the contractor would implement a Health and Safety Plan in accordance to applicable federal, state, regional and local regulations to assure protection of workers, the public and the environment.

There is the potential for dewatering to be required during drilling of the foundation caissons, and the dewatering system could affect the movement of groundwater in the area and interfere with the on-going remediation efforts. Any dewatering system for the installation of the caissons would be localized in the immediate vicinity of each caisson to avoid any influence on the groundwater flow in the vicinity of the interim pumping remediation system. If dewatering is required, sampling of the groundwater would be required to determine if there are any public health hazards and what is the appropriate method for disposal of the groundwater.

Excavation and foundation activities would likely result in temporary (3 to 4 months) disruption of the interim pumping remediation system, since the well heads on the site would need to be removed during excavation and grading. The contractors, however, would mark and replace all well heads and would ensure that remediation efforts are restored as soon as practicable.

Cultural Resources (page 37)

The proposed additional excavation for the parking garage would increase the potential for encountering cultural resources at the site during construction activities. An archaeologist would be retained on-site during construction to inspect the exposed terrain for potential cultural deposits, as described below under mitigation measures.

MITIGATION MEASURES (pages 38 to 41)

The following measures have been recommended for inclusion with the project by the project sponsor:

- Flagmen and signing would be used to route trucks to the staging area.
- Haul trucks would be restricted from the site vicinity during the PM peak hour.
- The project sponsor would require that the contractor prepare, and implement as necessary, a contingency site mitigation plan, including a Health and Safety Plan, to address the potential of encountering hazardous materials and to ensure protection of workers and the public from hazards posed by hazardous wastes on the site.
- Contractors would be alerted for visible evidence of hazardous materials during excavation and construction. Any suspected soil would be segregated and tested for quality to determine public health hazards and the appropriate method for disposal.
- The contractors would be required to replace any monitoring wells or other remediation equipment damaged or re-located during construction.
- An archaeologist would be retained to inspect the exposed terrain when the existing building and pavement have been removed from the site to assess the potential for prehistoric cultural deposits.
- The project sponsor would require the contractor to implement erosion control measures to prevent excess sediment from entering the City's sewer system.

ALTERNATIVES (pages 43 to 45)

A Surface Lot Alternative would consist of paving over the existing project site, after demolition of the existing facility) and creating a surface parking lot. It is estimated the surface lot could accommodate approximately 262 parking spaces, which would meet about 25 percent of the identified demand for on-

street parking. The surface lot would be compatible with the current "P" zoning designation and would be well within the site's height restriction.

There would be no issues associated with massing and scale relative to the adjacent residential and commercial uses. However, this alternative would only provide a minimal reduction in parking demand, and residents and commercial patrons would still have difficulty in finding parking during weekday peak periods. There would be no changes in intersection levels of service. Operational noise and air quality impacts would be less than the proposed project, due to fewer cars using the project site; similarly, construction noise and air quality impacts would be less than the proposed project. There would be less potential to encounter hazardous materials, since there would be no need for excavation or drilling for caissons. There would be no growth inducement under this alternative.

CHAPTER 2
PROJECT DESCRIPTION

BACKGROUND

The San Francisco General Hospital (SFGH) is located at 1001 Potrero Avenue in the City and County of San Francisco. It is a general acute-care facility owned and operated by the City and, through its affiliation with the University of California at San Francisco, it is also a teaching hospital. SFGH is the busiest hospital in the City, serving approximately 16 percent of all patients treated in the City. Policies and plans governing future growth and development of SFGH are contained in the *San Francisco General Hospital Medical Center Institutional Master Plan.*[1]

The Institutional Master Plan states that the hospital is in need of parking facilities, and it recommends the proposed location as the site for construction of a parking garage. The San Francisco Parking Authority would be responsible for constructing the parking facility.

OBJECTIVES OF THE PROJECT SPONSOR

The San Francisco Parking Authority is proposing to construct an approximately 800- to 1,200 space parking garage adjacent to the San Francisco General Hospital. The purpose of the proposed garage is to help meet the parking demand to serve the hospital staff, patients and visitors and also the neighborhood residents and patrons of the 24th Street neighborhood commercial district. The San Francisco Parking Authority is the project sponsor, and the San Francisco Department of Public Works, Bureau of Architecture would manage the design and construction of the proposed parking facilities. The architectural firm for the proposed project is Fong & Chan Architects in San Francisco.

PROJECT LOCATION

The proposed site for the parking garage is located on the entire city block (200 feet by 400 feet or 80,000 square feet) bounded by 23rd Street, Utah Street, San Bruno Avenue, and 24th Street. The site is directly south of the San Francisco General Hospital and 1½ blocks west of Highway 101. The site comprises all of Assessor's Block 4213, which is zoned "P" for public uses and has a 40-foot building height restriction.

[1] City and County of San Francisco, Department of Public Health, 1987. *San Francisco General Hospital Medical Center Institutional Master Plan.* Kaplan, McLaughlin, Diaz and Gordon H. Chong & Associates. November 1987.

The site location and access is shown in Figure 1, and the project vicinity and hospital campus are shown in Figure 2.

ENVIRONMENTAL REVIEW

In compliance with the California Environmental Quality Act (CEQA), the City and County of San Francisco prepared an Initial Study on the proposed project, which was distributed to the public on July 17, 1992. The Initial Study is included in Appendix A of the Draft EIR and determined that an environmental impact report (EIR) is required. The Draft EIR was distributed for public review on January 15, 1993, and it was focused on the following topics as identified in the Initial Study: Land Use; Traffic, Circulation and Parking; Noise; Air Quality; Visual Quality; and Hazards. The Draft Supplemental EIR addresses these same topics, except for Air Quality, with respect to the recent changes in the project description. The changes in the project description would not be expected to result in any changes in air quality impacts.

EXISTING SITE CONDITIONS

Currently, there is an existing facility on the project site, consisting of a warehouse-type structure located on the 23rd and Utah streets frontages, with the remainder of the site paved and fenced. The existing facility and site are owned by the City's Public Utilities Commission (PUC) and used as headquarters for the Municipal Railway (MUNI) Ways and Structures Division, which is responsible for building and track maintenance. The site was formerly also used as a maintenance facility for MUNI's non-revenue vehicles (service-related vehicles, not buses), which was discontinued in January 1990.[2] The MUNI's Special Machine Shop is currently located and in operation at the site.

On September 22, 1987, the PUC declared the project site as "surplus"[3] and is currently planning to relocate the existing operations at the 24th and Utah streets site, regardless of the proposed parking garage. The PUC has identified an existing vacant facility located at 700 Pennsylvania Avenue as a potential site for relocation. The San Francisco Parking Authority is currently negotiating with PUC to assist in the MUNI relocation efforts and to develop the 24th and Utah site as a parking garage.

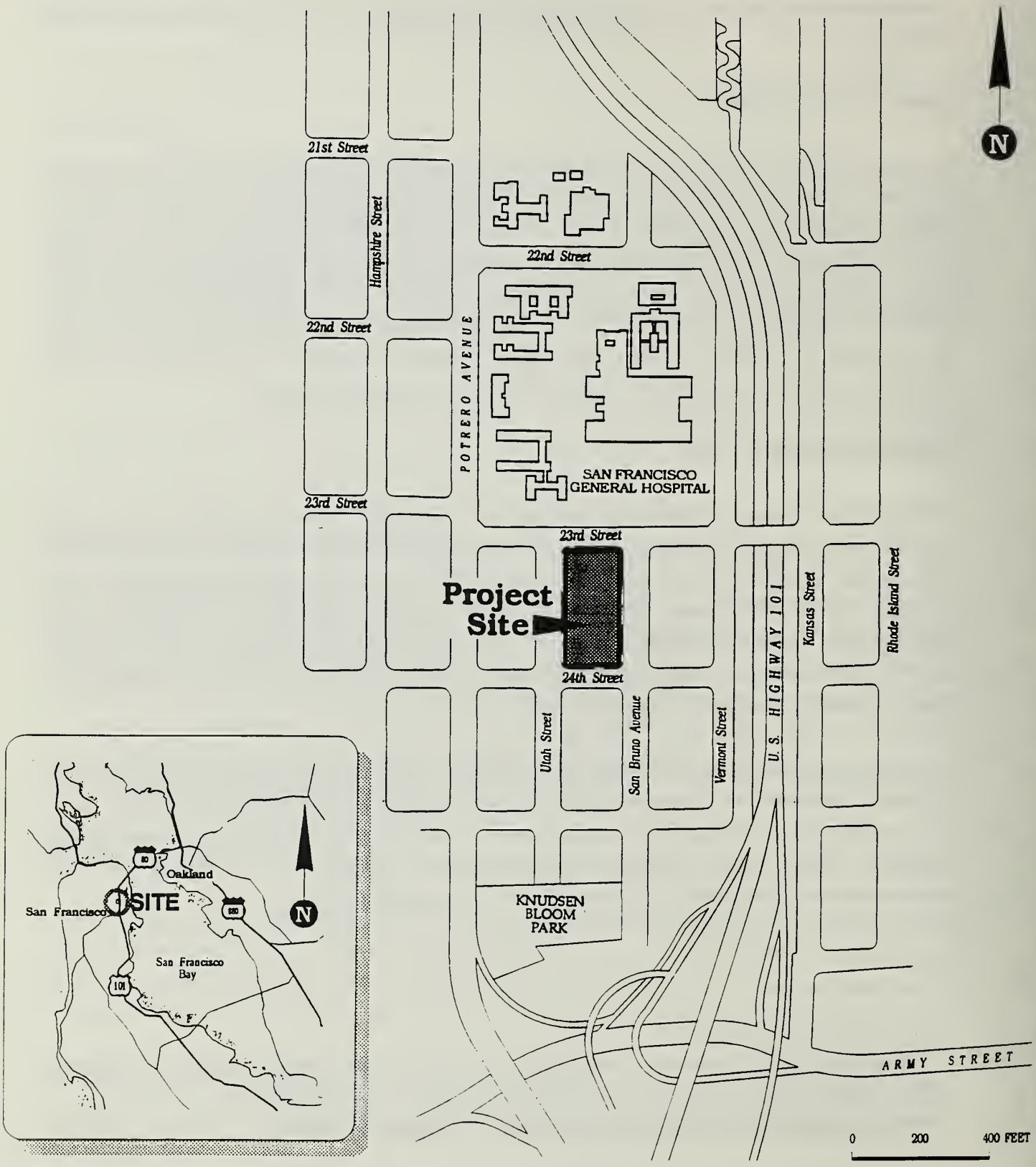
---

[2] Katz, John, 1992. Telephone communication with John Katz, MUNI Transit Planner, Capital Planning Group, August 24, 1992.

[3] San Francisco Public Utilities Commission, 1987. Resolution No. 87-0379.

SITE LOCATION
San Francisco General Hospital
Parking Garage Project

FIGURE

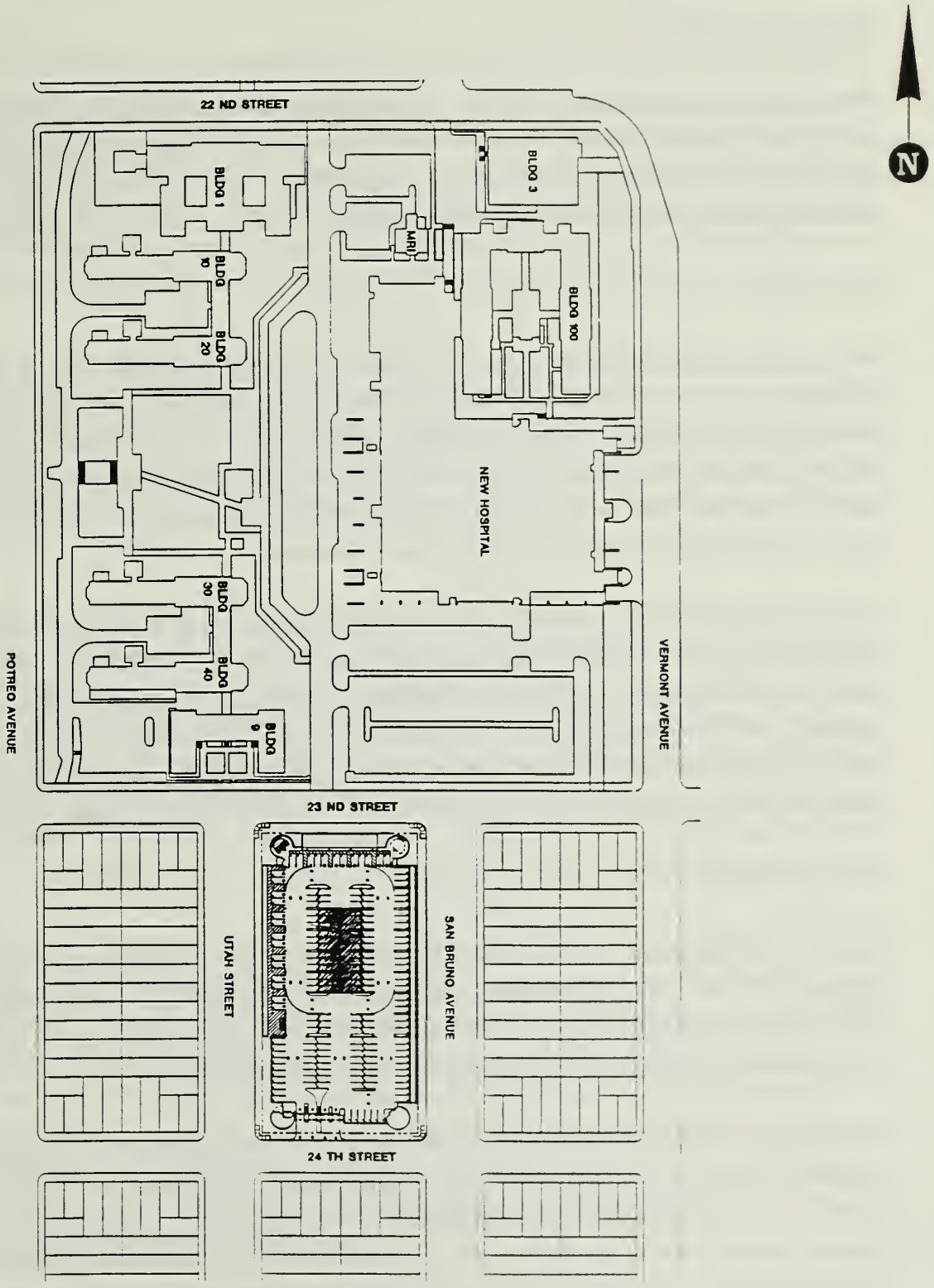


Source : Orion Environmental Associates, 1992

VICINITY LOCATION

San Francisco General Hospital
Parking Garage Project

FIGURE 2



Source : Fong and Chan Architects, 1992

PROPOSED PROJECT

The proposed project consists of demolition of the existing building on the site and construction of a parking garage with an ultimate capacity of up to 1,200 parking spaces. The parking garage would be built in two phases, with the first phase accommodating approximately 800 to 850 spaces and the second phase increasing the capacity of the parking facilities to accommodate a total of 1,200 parking spaces.

Demolition

The proposed demolition would consist of removal of all currently existing features at the project site associated with the MUNI facilities, including the structure, foundation, pavement, asphalt, fencing, and remnants of former tracks. However, the existing retaining walls along 23rd Street and San Bruno Avenue would be retained. There are currently no above ground storage tanks, although nine underground storage tanks were removed from the site in 1987. It is unknown if there are additional underground storage tanks, which, if encountered, would be removed as part of demolition.

The existing single building consists of a one- and two-story section on a concrete floor along Utah Street and a one-story section on 23rd Street, with a total gross area of about 54,000 square feet. Sections of the building are of un-reinforced brick-walled construction, plastered on the exterior, with a wooden-truss roof structure covered with metal. There is no vegetation on site. The building is not rated for architectural or historical significance, and the San Francisco Landmarks Preservation Advisory Board did not find that the building warranted protection as an historic structure. It is not located in a conservation district.

Parking Facilities

Phase 1. The first phase of construction would include a six-level parking structure with the capacity of approximately 750 to 780 spaces and a surface parking lot with about 50 to 70 spaces, yielding a total parking capacity of approximately 800 to 850 spaces for the entire site. In this EIR, it is assumed that Phase 1 of construction would provide 850 spaces as a worst-case assumption.

The parking structure would be located on the northern two thirds of the site, and the surface lot on the southern one third. The main entrance/exit to the site would be located on 24th Street, and there would be a secondary access on 23rd Street. About half of the parking spaces on the site would be designed as standard-size stalls, and the other half would be compact stalls, with 21 handicapped-designated stalls inside the parking structure. A portion of the structure would be designed with sufficient height to accommodate special van parking.

The Phase 1 parking garage would be a six-level structure with rooftop parking. There would be about 1½ to 2 levels below grade on the northern portion of the structure, requiring excavation to an average depth of about six feet below the existing ground surface. (It should be noted that this is a recent design decision, and is therefore not consistent with the previous description in the Initial Study, see Draft EIR, page A-15). The foundation for the parking structure would be made of caissons about 40 feet deep, and the first floor would be slab-on-grade supported by grade beams placed on top of the caissons. The surface lot at the south end of the site would require excavation to a depth of about three feet below existing grade.

The primary access to the parking facility would be on 24th Street at grade with the surface lot, and the secondary access would be at 23rd Street at the third level of the parking structure, since the topography of the site slopes downhill from northeast to southwest. Pedestrian access to and from the garage would be available from three points: near the northwest corner of the structure from the second level, near the northeast corner of the structure from the third level, and from the surface lot on the southern end of the site just west of the main entrance.

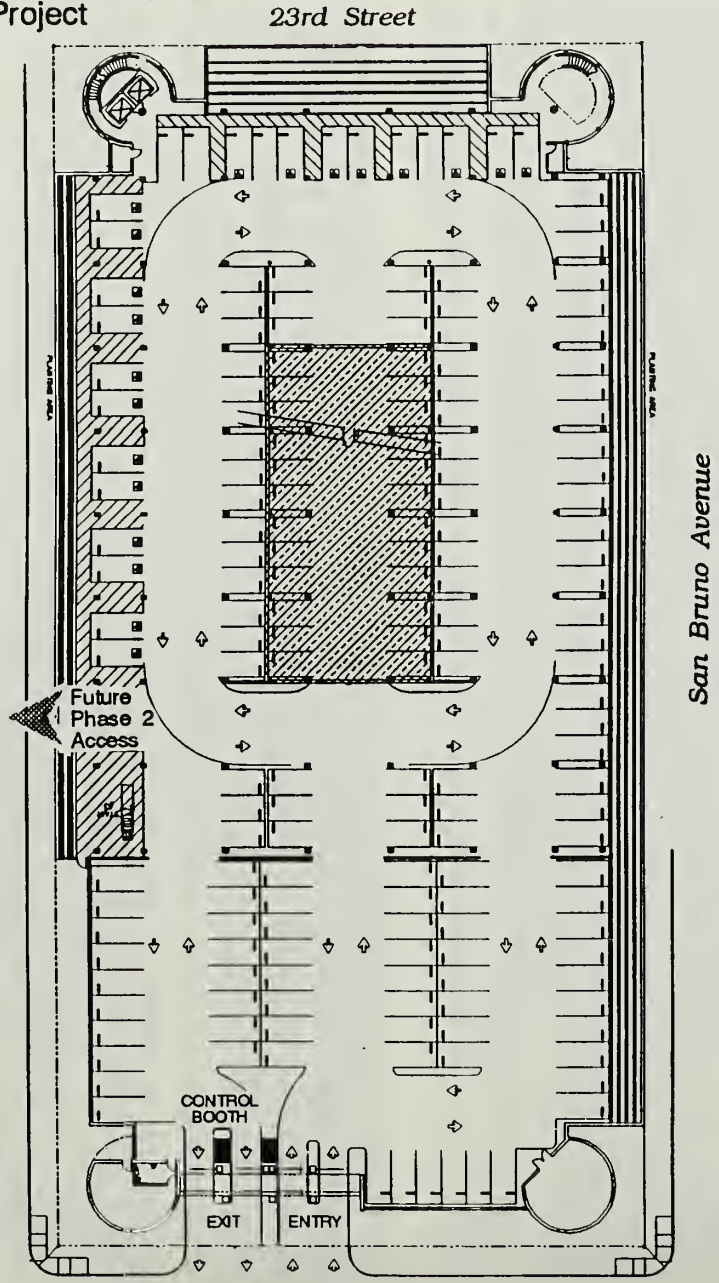
The maximum height of the structure as measured under the City Planning Code would be 40 feet to the finish floor of the roof, not including the parapet, guard rails or elevator towers. Due to the sloping topography, this "maximum" height is calculated by averaging the actual heights at certain points of measurement along the length of the structure. The total gross area of the Phase 1 structure would be about 300,000 square feet, with approximately 350 square feet required per parking stall, and a Floor Area Ratio (FAR) of 3.75. The structure and surface lot would cover the entire 80,000-square-foot lot and would be setback approximately 11 to 13 feet from the sidewalk on all sides. Figures 3, 4, and 5 depict the floor plans for Phase 1 of the parking garage for all levels, with the surface lot shown on the level one floor plan.

The structure would be designed as a ramp-access, open parking garage, with a series of interconnecting vehicle ramps between floors. The garage would be a concrete, post-tensioning structural system, and it would be designed to be open on all sides where possible to provide natural ventilation and lighting. There would be two elevators stopping at each level of the parking structure to serve pedestrian circulation as well as stair access at each level. At the two northern corners of the garage, there would be metal-fabricated, circular, open-air towers, with one enclosing the two elevators and with stairways in each. The structure would also include miscellaneous facilities such as a staff toilet room, storage room for maintenance equipment, and an electrical room. Figures 6 and 7 present building elevations from the north, south and west and show the open-air design and circular towers.

LEVELS 1 & 2 FLOOR PLAN, PHASE 1

San Francisco General Hospital
Parking Garage Project

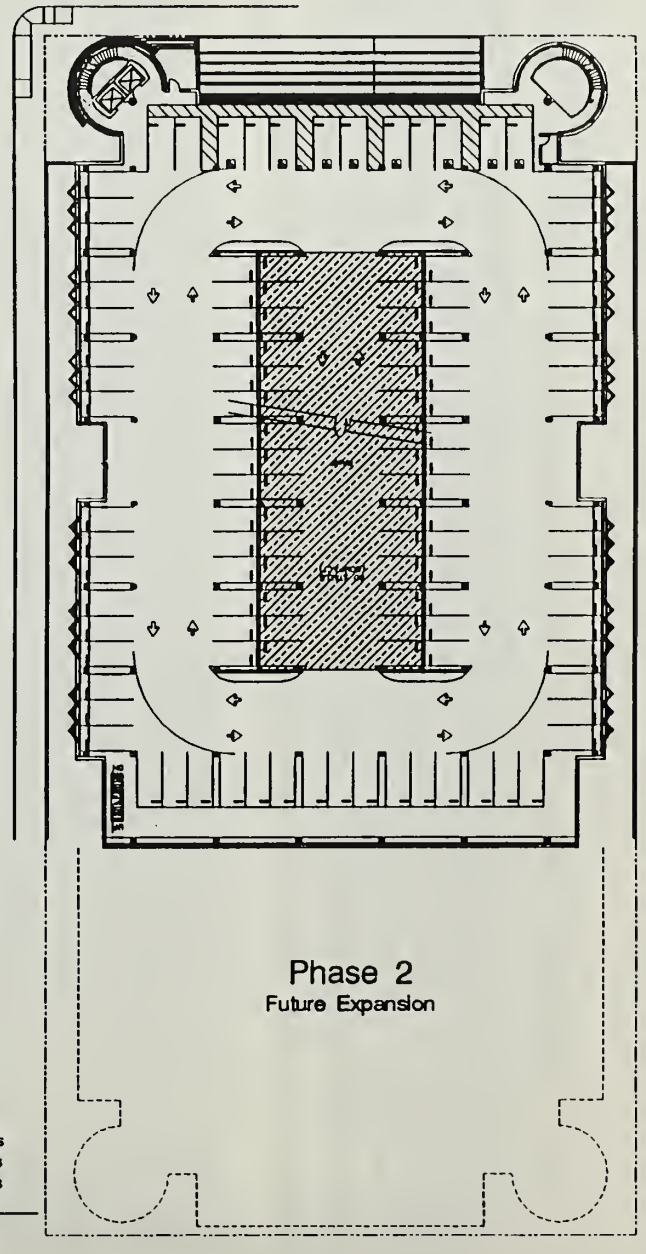
FIGURE 3
(Revised)



55 Standard Stalls
69 Compact Stalls
21 Handicap Stalls

145 Total Stalls

LEVEL 1 PLAN



71 Standard Stalls
60 Compact Stalls
0 Handicap Stalls

131 Total Stalls

LEVEL 2 PLAN

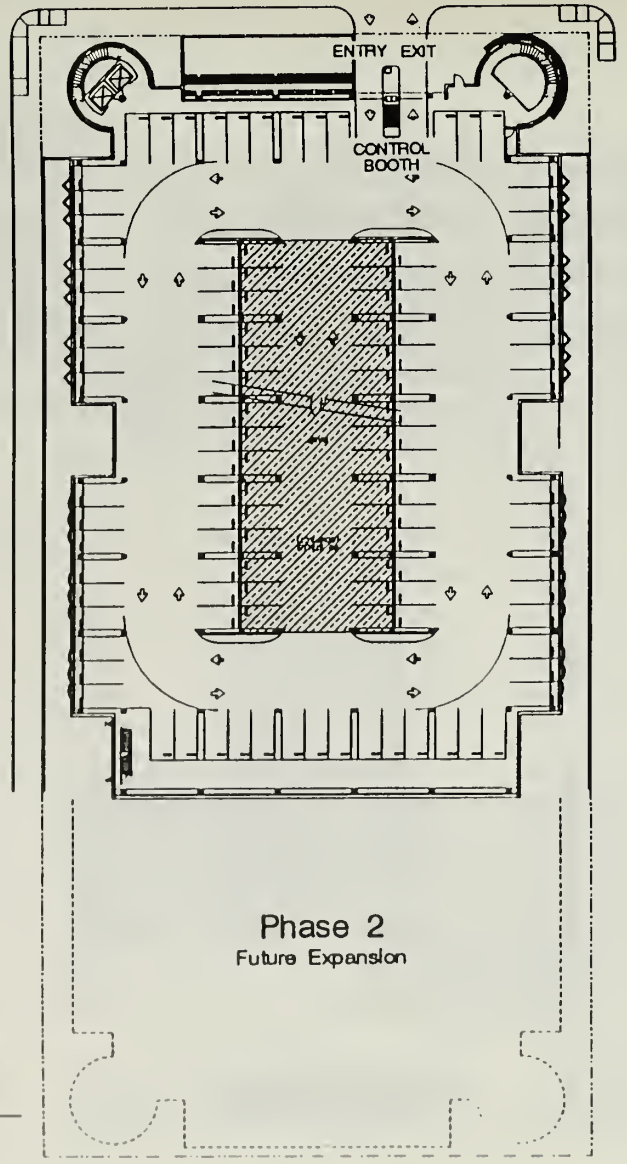
NO SCALE

Source : Fong and Chan Architects, 1992

LEVELS 3 & 4 FLOOR PLAN, PHASE 1

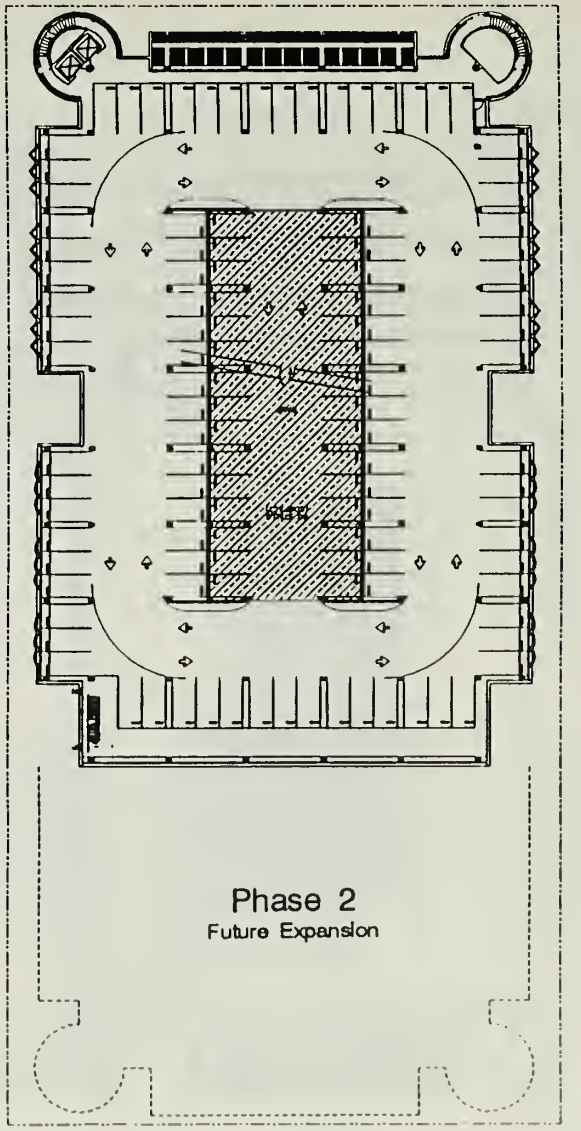
San Francisco General Hospital
Parking Garage Project

FIGURE 4
(Revised)



65 Standard Stalls
61 Compact Stalls
126 Total Stalls

LEVEL 3 PLAN



71 Standard Stalls
61 Compact Stalls
132 Total Stalls

LEVEL 4 PLAN

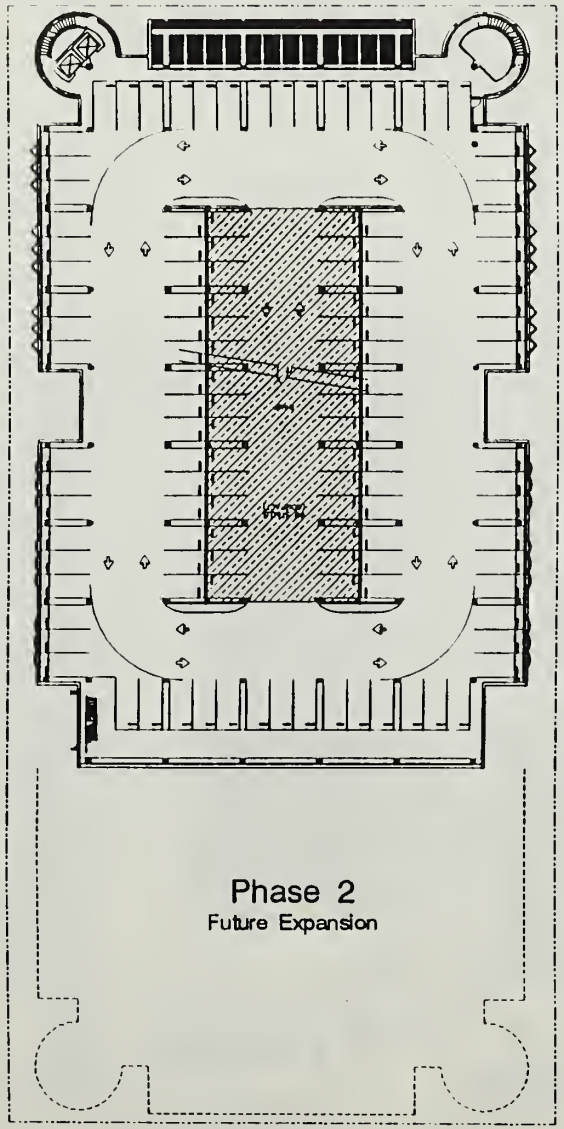
NO SCALE

Source : Fong and Chan Architects, 1992

LEVELS 5 & 6 FLOOR PLAN, PHASE 1

San Francisco General Hospital
Parking Garage Project

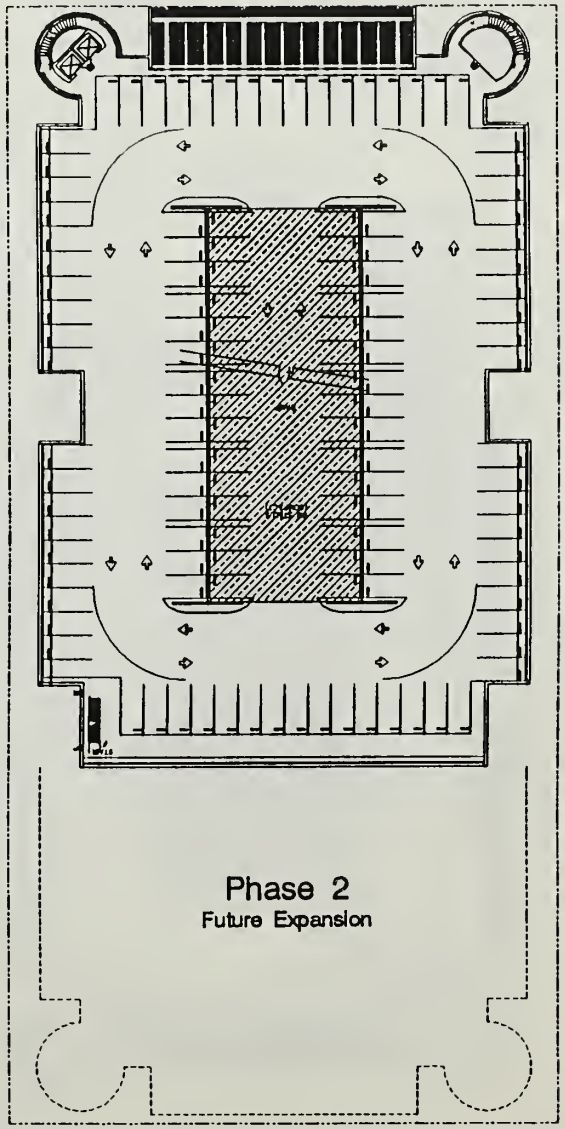
FIGURE 5
(Revised)



71 Standard Stalls
60 Compact Stalls

131 Total Stalls

LEVEL 5 PLAN



79 Standard Stalls
68 Compact Stalls

147 Total Stalls

LEVEL 6 PLAN

NO SCALE

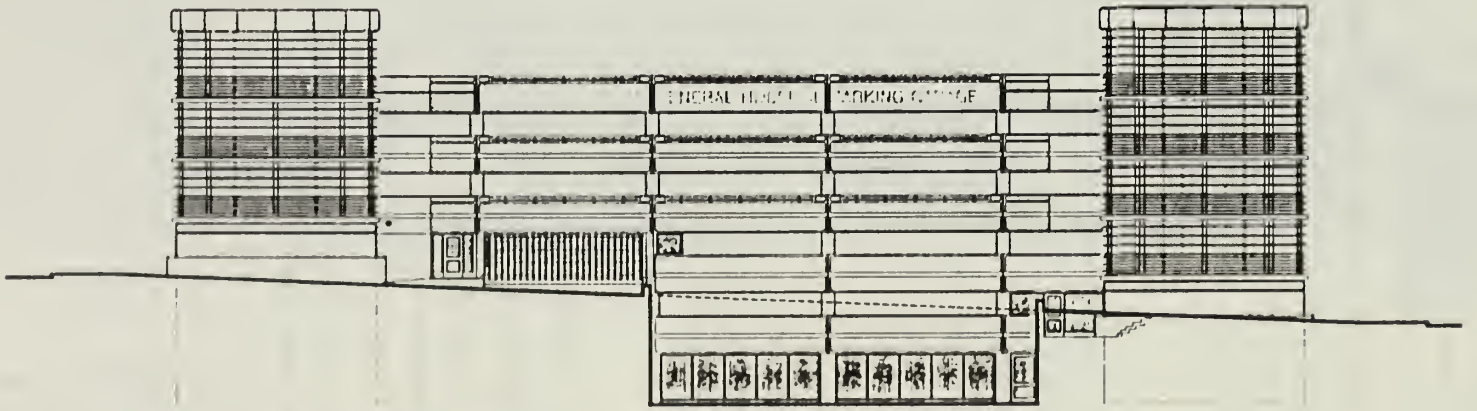
Source : Fong and Chan Architects, 1992

BUILDING ELEVATIONS, WEST AND NORTH, PHASE 1

San Francisco General Hospital
Parking Garage Project

FIGURE 6
(Revised)

WEST ELEVATION



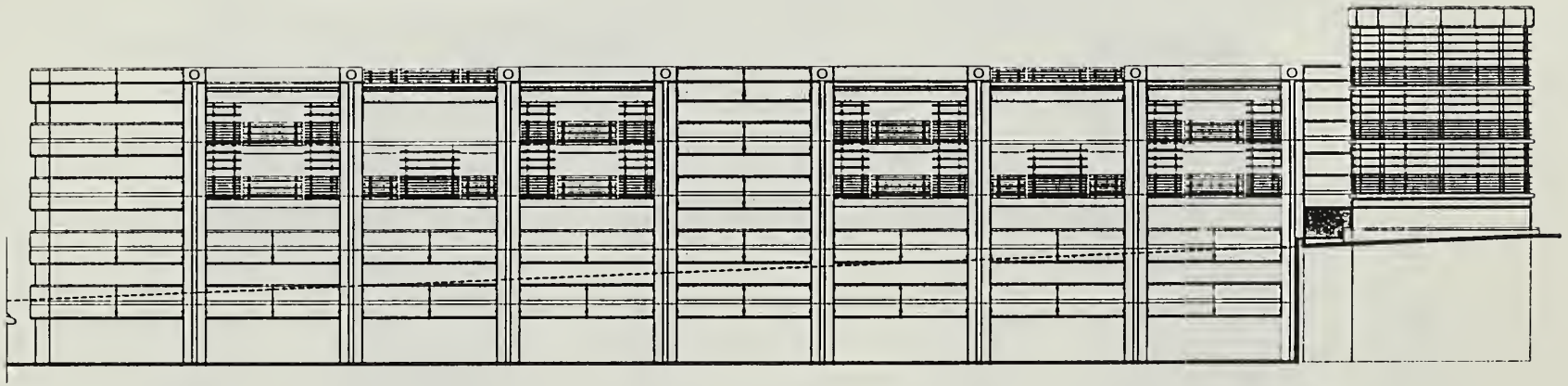
NORTH ELEVATION

Source: Fong and Chan Architects, 1993

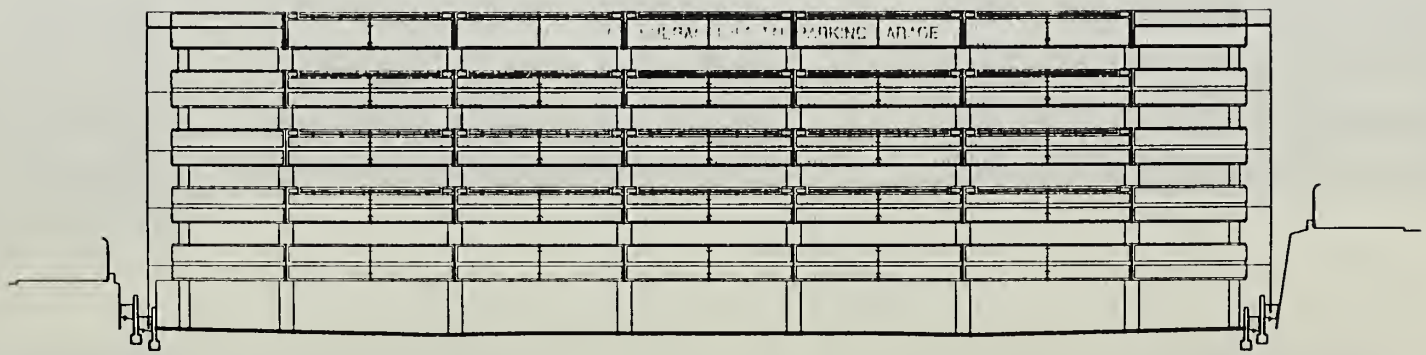
BUILDING ELEVATIONS, EAST AND SOUTH, PHASE 1

San Francisco General Hospital
Parking Garage Project

FIGURE 7
(Revised)



EAST ELEVATION



SOUTH ELEVATION

Source: Fong and Chan Architects, 1993

As shown in Figures 6 and 7, the exterior of the garage would be divided into 28-foot structural bay sections designed to relate to the width of the residences in the neighborhood. Smaller-scale elevation features would be designed to soften the effect of the new structure and to relate it to the scale of the adjacent buildings. The north facade would have a stepped-back design which would relate to the larger scale of the buildings on the SFGH campus across 23rd Street. There would be an open-space setback along 23rd Street at and below grade level providing an area for planting and landscaping and exposing a portion of the level one parking (see Figure 6). Figure 8 indicates the east-west and north-south building sections, showing the parking levels and the ramp connecting each level. The facade of the parking structure would be constructed of cast concrete, pre-cast concrete and metal parapet walls and guard rails. Figure 9 is a preliminary architectural rendering of the proposed facility showing the conceptual design.

At the south end of the site in the corners of the surface lot would be two circular structures. At the southwest corner of the site near 24th and Utah streets, there would be a circular cement plaster structure about 12 feet high that would serve as a kiosk-type information center. It is anticipated to be about a 100-square-foot room with windows that would be used as a center for posting neighborhood activities and transit routes, identifying local merchants and restaurants, and displaying local artwork and exhibits. At the corner of 23rd Street and San Bruno Avenue would be a circular landscape planter.

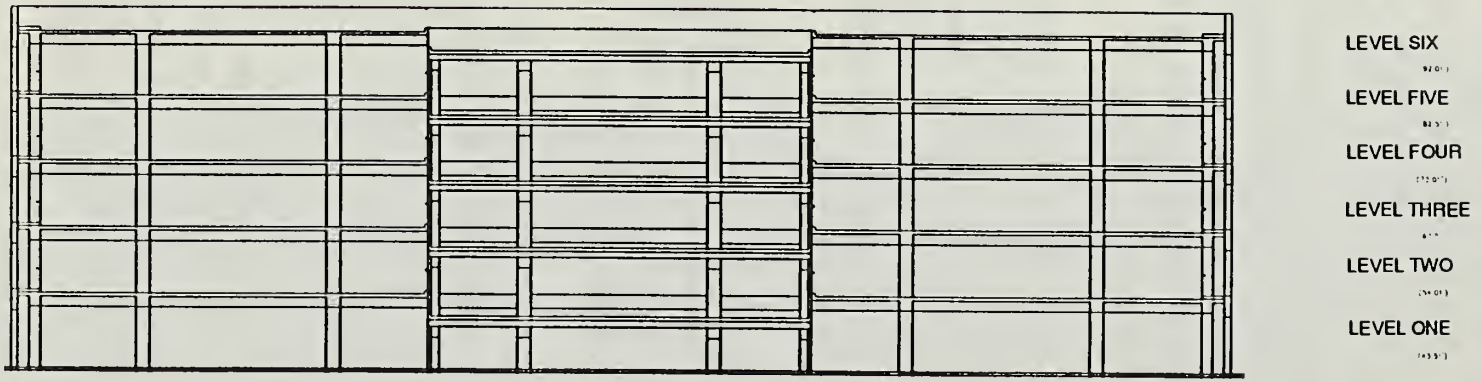
The entire site would be enclosed with a fence. Along the Utah Street and San Bruno Avenue frontages, there would be a retaining wall extending about 1-1/2 feet above the sidewalk with a 7-1/2 foot picket fence mounted on it. This metal fence would extend around the 24th Street frontage, excluding the access gateway. Along the 23rd Street frontage, there would be a 42-inch guard rail at street level.

Phase 2. The second phase of the construction would increase the parking capacity of the site to about 1,200 spaces by constructing a 400-space parking structure on the surface parking lot on the south side of the site, connected to the Phase 1 structure. The Phase 2 structure would be subject to the same 40-foot maximum height limitations as the Phase 1 structure. Preliminary designs have not yet been developed for the completed Phase 2 parking garage. Assuming that the same building design would be used in the Phase 2 structure as in Phase 1, the structure could extend southward on the site to 24th Street with circular stair towers on the corners. The maximum height of such structures would be about 50 feet above street level at the stair tower at the corner of 24th and Utah streets, if the towers remain part of the design. The Phase 2 portion of the structure would be five-levels with rooftop parking (compared to six-levels for the Phase 1 portion) in order to comply with the 40-foot height limit as measured under the City Planning Code. Thus, the resultant overall structure when viewed from the east or west would have a stepped roof.

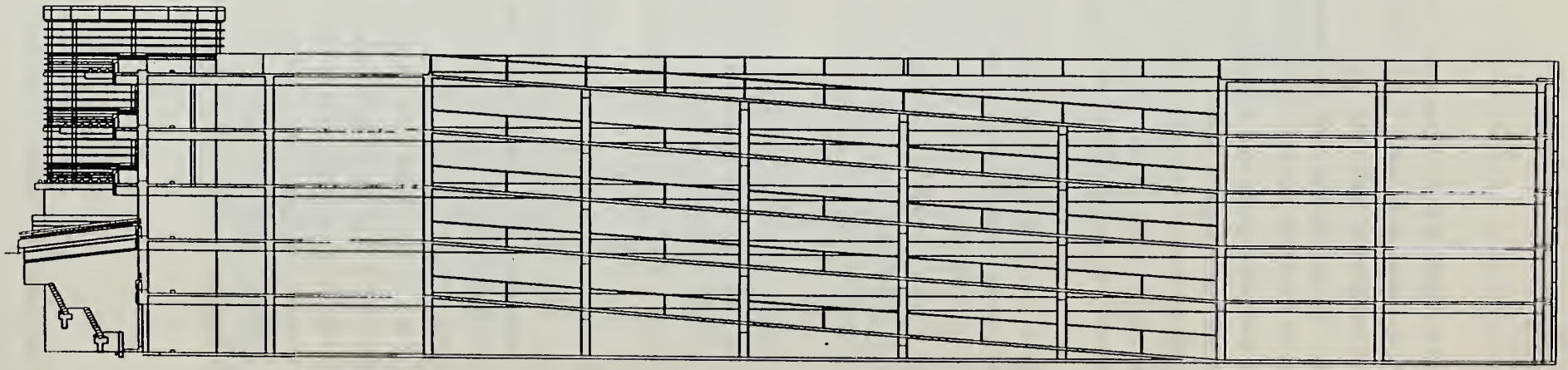
BUILDING SECTION, EAST-WEST AND NORTH-SOUTH, PHASE 1

San Francisco General Hospital
Parking Garage Project

FIGURE 8
(Revised)



EAST-WEST BUILDING SECTION
NO SCALE



NORTH-SOUTH BUILDING SECTION
NO SCALE

Source : Fong and Chan Architects, 1992

ARCHITECTURAL RENDERING

San Francisco General Hospital
Parking Garage Project

FIGURE 9

Source : Fong and Chan Architects, 1992

The total gross area for the entire structure would be about 450,000 square feet, and the FAR would be 5.63. There would be an additional future access constructed in the Phase 2 portion of the garage, located on Utah Street, to accommodate the additional flow of traffic. It is expected that operation of the Phase 1 portion of the parking structure (but not the surface lot) could be maintained during construction of the Phase 2 parking structure.

Landscaping. Landscaping for both Phases 1 and 2 would be provided in the planting areas within the 11-foot setback between the face of the garage and the sidewalk. Along Utah Street and San Bruno Avenue, there would be low-lying, drought-resistant shrubbery. Along 23rd Street, the planting area setback would step down with each level, and there would be some type of cascading plants here. Street trees would be planted along the sidewalk around the perimeter of the site approximately every 25 feet, except in the driveway areas.

Proposed Operation

Schedule and Parking Fees. The proposed garage would be in operation 24 hours per day, with an attendant on duty at all times. A number of the spaces would be leased to monthly users, primarily for hospital staff, and the remainder would be available for use by the community, and hospital visitors and other hospital staff. Fees would be charged for parking in the garage, but rates have not yet been established.

Access. For the Phase 1 structure, the 24th Street gate would be the only vehicle access to the parking lot and garage, except at night, with generally two entry and two exit lanes. During the morning peak commute hours from 7 to 9 AM, there would be three entry lanes to the parking lot and one exit lane; in the afternoon peak hours from 4 to 6 PM, the reverse would occur, with three lanes for exiting the parking lot and one lane for entering. The 24th Street access would be closed at night for security, when the 23rd Street access would be the only access to the garage. For the Phase 2 structure, there would be an additional access located on Utah Street, and the operation of this access would be determined during Phase 2 planning.

Security. The proposed garage would be secured by a 7-1/2-foot fence around 80 percent of the site along with barrier gates at access points. There would be closed circuit television cameras installed at each level in the facility and in the open area that can be monitored by security personnel at a control room near the 23rd Street access. There would be at least one full-time, 24-hour security staff person patrolling the proposed garage. Entry and exit to the garage would be strictly controlled during the nighttime hours, with security slide gates blocking the 24th Street entrance and possibly restricting parking to certain levels of the garage. Security mesh would be located in areas of the structure where access is controlled. Access to

the garage at night would be limited to one entry/exit point on 23rd Street, closest to the hospital, and it would be monitored by the control office.

On-street and On-campus Parking. The Department of Parking and Traffic has stated their intention to work closely with the neighborhood to establish an appropriate two-hour residential parking permit (RPP) area in the residential areas surrounding the hospital. It is expected that the program would be in place by the time the first phase of the parking garage is completed. The RPP area would limit the length of time anyone without a permit (i.e., non-residents) can legally park on the neighborhood streets. Residents of the area would be able to purchase permit stickers that allows them to park on the street for longer than two hours.

On-street parking would be re-established after construction around the perimeter of the site. The Department of Parking and Traffic intends to install meters on City streets fronting the project site, but not in front of residences.

Since April 1993, the administration at San Francisco General Hospital has indicated that if the proposed parking garage is constructed, the hospital intends to begin charging for parking on campus. The funds from this parking fee would be used to offset the operating costs of the proposed garage.

Project Construction

Schedule. Construction activities would be restricted to daytime, weekdays only. Demolition of the existing facilities is anticipated to require two months, and construction, including excavation and foundation work, of the parking garage would require about 18 months. The total construction period for Phase 1 would be about 20 months. The Phase 1 parking structure is planned to be in operation by the summer 1996. At this time, there is no schedule established for design or construction of the Phase 2 portion of the parking garage.

Excavation and Foundation. The parking structure would require excavation of the existing site from four to eight feet deep, with an average six-foot depth of excavation. The surface lot at the south end of the site would require excavation to a depth of about three feet below existing grade. The estimated excavation of the entire site is about 13,000 cubic yards, or approximately 600 truck loads. Excavation would be done using bulldozers to move earth into piles where it can be loaded by dirt loaders into 20-25 cubic yard trucks.

The foundation for the structure would consist of about 100 drilled caissons, each about five feet in diameter and drilled to a depth of about 40 feet below the existing grade (or about 35 feet below the floor of level

one). No pile driving would be required. Generally, the caissons would be located at each column in the parking structure and under foundation walls. The caissons would be constructed by drilling a hole with a large diesel-powered drilling rig. A steel casing would be installed in the boring using a crane on the same rig. Steel reinforcing would be placed inside the casing, and it would be filled with concrete by a pumping machine. The first floor would be slab-on-grade supported by grade beams placed on top of the caissons. The total excavation estimated for the caissons and grade beams would be 3,200 cubic yards, or approximately 160 truck loads.

There is currently an existing on-site remediation system for the ongoing clean-up of contaminated groundwater at the site (see Hazards section, pages 34 to 37). This system includes three wells in the sidewalk along San Bruno Avenue, two wells on the site plus about five monitoring wells as well as a staging area for remediation work (treatment compound) and underground piping. The site remediation system would be removed prior to start of construction, and later reinstalled. Well locations would be marked for protection during excavation of the site and during installation of the caissons and slab-on-grade. Any well within ten feet of the edge of a caisson would need to be relocated. If a conflict occurs with any of the existing wells, then those wells would be replaced. The well heads and underground piping for the remediation system would be re-installed prior to pouring the grade beams and slab-on-grade.

Cost. Estimated construction cost of the proposed parking facility is about $12.8 million for Phase 1, and approximately $5 million for Phase 2, assuming the two phases would be constructed separately. At this time, funds have been secured only for Phase 1 of the project, and there are no established plans for construction of the Phase 2 portion of the garage.

The San Francisco Parking Authority intends to sell revenue bonds to finance the Phase 1 project. In addition, net revenues from the operation of the garage along with a pledge of the City's on-street meter revenue portion of the Off-Street Parking Fund, would be used to pay debt service on the bonds. It is also proposed that parking fees be charged for on-campus parking spaces at SFGH to help offset the operating cost of the garage.

PROJECT APPROVALS

Permits for the proposed parking facility may be issued only after the EIR is certified as accurate, objective and complete by the City Planning Commission. The Bureau of Building Inspection would require demolition and building permits if the proposed project is approved. The proposed project would also require a Master Plan Referral and approval of the Arts Commission for a public structure and approval of the Parking and Traffic Commission.

The proposed financing strategy of the project would require that the City's Traffic Code be amended to re-allocate the City's on-street meter revenues; this amendment would require approval of the Board of Supervisors. The Board of Supervisors would also need to approve re-allocation of the Off-Street Parking Fund so that fees charged for parking on the SFGH campus can be used to offset the operating costs of the garage.[4]

On November 14, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, adopted as Section 101.1 of the City Planning Code. Proposition M establishes eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies and is consistent with the City's Master Plan. The City Planning Commission, in its decision regarding the proposed project approval or disapproval, would make a determination of the project's conformance with the Priority Policies.

CUMULATIVE DEVELOPMENT

Two other planned or proposed developments in the project vicinity should be considered during the planning of the proposed SFGH parking garage with respect to cumulative development in the project vicinity. They are: the approved Mental Health Skilled Nursing Facility and a potential University of California, San Francisco (UCSF) Research Building at the San Francisco General Hospital Medical Center. The two projects are considered as contributing to cumulative impacts analyzed in this EIR. In addition, it is assumed that there would be a one percent increase per year background growth in local traffic.

The previously proposed Gladstone Medical Research facility, a development to be located on a 40,280-square-foot site along 24th Street, Potrero Avenue and Utah Street, is no longer considered part of the cumulative development, since the Gladstone project sponsor has withdrawn its application since the publication of the Draft EIR.

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[4] Hagerty, Kevin M., Director, Off-Street Parking, 1993. Memo to Jim McCormick, Office of Environmental Review dated June 8, 1993 regarding S. F. General Hospital Parking Garage, Financing Strategy.

The San Francisco Department of Public Health is in the process of constructing a Mental Health Skilled Nursing Facility at the northern edge of the SFGH campus along Potrero Avenue between 20th and 21st streets. It will provide sub-acute mental health services locally at SFGH to replace out-of-county services. The development consists of two buildings with a total gross of 90,000 square feet on two and three levels, with a maximum height of 40 feet. Construction of the facility began in September 1992 and is anticipated to be completed by 1995. More detailed information on the Mental Health Skilled Nursing Facility is available in the Final EIR which was certified in October 1990.[5]

The San Francisco General Hospital Medical Center is evaluating the construction of a clinical and bio-medical research facility within their existing campus for use by UCSF. It would be a four-story, 60-foot-tall structure with one basement, and approximately 120,000 gross square feet, located at the site of the existing Parking Lots A and I and the Magnetic Resonance Imaging (MRI) facility, west of Building 3 and north of the outpatient wing of the Main Hospital building. Fifty-eight parking spaces would be removed, and the MRI facility would be relocated to another site on the SFGH campus. The proposed facility would be permitted under existing zoning for the site, and it would be within the maximum height limit. There would be up to 260 new day-shift employees who could either be relocated from other UCSF locations within the City or could be new employees. The preliminary schedule calls for completion of the facility by 1996. Environmental review of this project is currently in progress.

Although the application for the Gladstone Medical Research Facility has been withdrawn and the UCSF Research Space is a new project to consider, in most cases, the assessment of cumulative impacts presented in the Draft EIR is still valid, since both projects are at about the same scale. A more detailed analysis of the cumulative impacts is presented in this Draft Supplemental EIR only where necessary.

[5] City and County of San Francisco, Department of City Planning, 1990. *San Francisco General Hospital Mental Health Skilled Nursing Facility, Final Environmental Impact Report.* 88.089E. Certified October 25, 1990.

CHAPTER 3
ENVIRONMENTAL IMPACTS

Land Use

The proposed parking structure would have a maximum height of 40 feet as measured under the City Planning Code and would conform to the maximum height limit of 40 feet at the site. The method of calculating the "maximum" height is defined in the Planning Code, Section 102.12, for structures located on sites with sloping topography, and involves averaging the actual height of the building at various points along the structure. The height limit applies from the curb level to the finish floor of the roof, and it does not include the parapet, guard rails or elevator tower (Planning Code, Section 260). The stair and elevator penthouse are permitted to be an additional ten feet higher, or 50 feet at the project site.

To determine if the proposed parking garage complies with the height limit, the measurement of height for a downward or upward sloping site is calculated based on Section 102.12 of the Planning Code. The calculation is determined from both 23rd and 24th streets because the proposed project would cover an entire city block with frontage on four city streets. The calculated height limit then extends 200 feet toward the center of the site from both 23rd and 24th streets. The point of measurement used to determine the height of the proposed structure is the north-south centerline of the building.

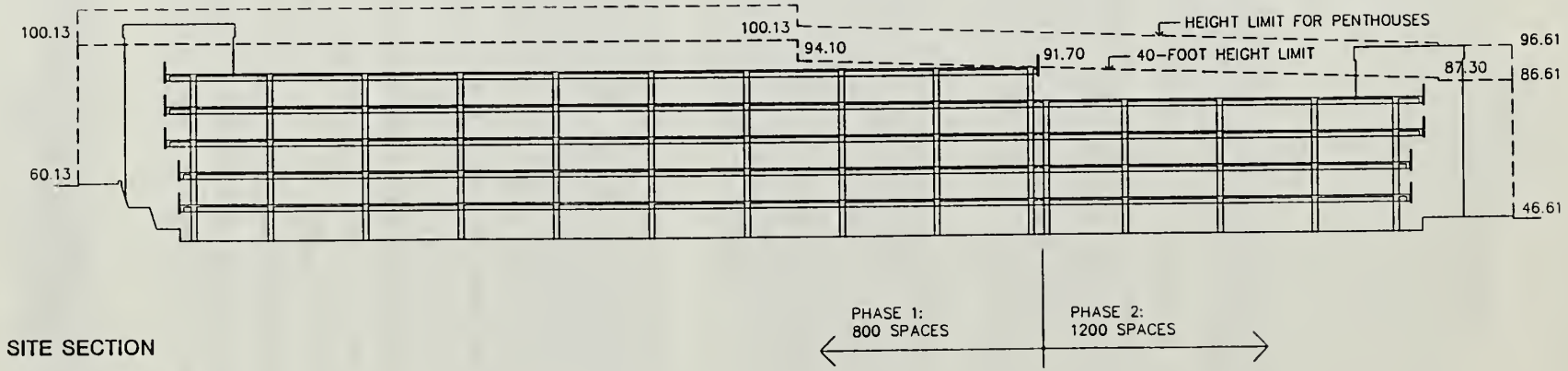
From 23rd Street, the project site would be considered a downward sloping site; the finish floor of the roof (i.e., the sixth level of the parking structure) would be about 32 feet above the elevation of the curb and within the 40-foot height limit. The stair towers would be about 46 feet high and within the 40-foot height limit which allows an exemption from the height limit for the upper 10 feet of elevators, stairs, and mechanical penthouses. From 24th Street, the site would be considered an upward sloping site, and the maximum height limit is an upward sloping plane based on the average elevations at points along Utah Street and San Bruno Avenue, perpendicular to the north-south centerline of the building. The height to the roof of a five-level structure at 24th Street (the Phase 2 portion of the parking garage) would be about 36 feet high and therefore within the 40-foot height limit. The south end of the Phase 1 structure would have a height of 40 feet at the centerline of the building. If the Phase 2 design includes a stair tower at 24th Street similar to those designed along 23rd Street for the Phase 1 structure, it would be about 50 feet high and within the permitted height.[1] Figure 18A depicts a cross-section of the proposed garage showing its relation

[1] Langdon, George, Project Manager, Fong & Chan Architects, 1993. Memorandum to Valerie Geier, Orion Environmental Associates, dated December 3, 1993.

MAXIMUM BUILDING HEIGHTS

San Francisco General Hospital
Parking Garage Project

FIGURE 18A



SITE SECTION

Source: Fong and Chan Architects, 1993

to the maximum permitted height, and Appendix G presents the relevant sections of the Planning Code and an interpretation of these sections as applied to the proposed project.

Transportation, Circulation and Parking

Recent Traffic Flow Data

The traffic analysis provided in the Draft EIR was based on traffic count data from 1989. To assess any potential changes in traffic flow characteristics, a new PM peak hour traffic count was conducted at the Potrero/23rd intersection in November 1993.[2]

Based on the 1993 count, the overall volume at Potrero/23rd has increased by about 15 percent. Volumes on 23rd Street are virtually identical west of Potrero and about 10 percent lower east of Potrero, when compared to the 1989 data. The 1993 southbound through-volumes counted on Potrero are within one percent of the 1989 count. However, northbound through-volumes counted in 1993 are 82 percent higher than the 1989 counts, probably as a result of traffic diversions from I-280 (after the 1989 earthquake). While this increase in northbound Potrero traffic is substantial, the heavier southbound PM peak hour flow remains the critical volume[3] on Potrero. As a result, the higher northbound Potrero flows do not change the intersection's level of service (LOS) as indicated in the Draft EIR. The calculated LOS (using 1993 volumes) is "A" with a volume/capacity (v/c) ratio of 0.60; this is comparable to the LOS "B" and v/c ratio of 0.68 listed in the Draft EIR (see Table 4, page 76). This comparison suggests that current conditions at other study intersections are not measurably different from that listed in the Draft EIR.

Construction Traffic

The proposed project, as revised, would involve an additional excavation component. This excavation component would be the most intense period of construction activity and, as such, would have the greatest potential for short-term traffic impacts. The excavation would occur over a one-month period and would generate about 25 to 30 daily truck loads or 50 to 60 daily one-way truck trips.[4] It is expected that the 50

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[2] Omni-Means, Ltd, 1993. Traffic count conducted on November 9, 1993.

[3] "Critical volume" is the direction of traffic flow with the heavier flow which requires the most capacity at the intersection.

[4] This is calculated as follows:

to 60 daily truck trips would be relatively evenly distributed throughout an eight-hour work day. Thus, it is projected that the excavation process would involve 6 to 8 truck trips each hour.

Because construction employees tend to work a somewhat earlier schedule (i.e., 7:00 AM to 4:00 PM) than the typical commuter, it is likely that the truck trips would not occur during the PM peak commute hour. However, if it is assumed that the trucks are to operate during the PM peak hour, the truck activity would add less than 1 percent to Potrero Avenue traffic volumes and about 1 to 2 percent to 23rd Street, 24th Street and San Bruno Avenue.

There has been no specific truck routing identified, but it is likely that trucks would approach the site on 23rd Street (via Potrero) to San Bruno Avenue, leaving the site on 24th Street to return to Potrero. While truck volumes are not expected to measurably affect traffic operation, their movements are slower than passenger vehicles and their presence could be disruptive to normal traffic flows. In addition, the trucks would require a queueing area, probably along the site's San Bruno Avenue frontage. As a result, curb parking would be temporarily displaced, and the sidewalks would be temporarily closed.

Recent Parking Demand Study

A recent study by Wilbur Smith Associates includes an analysis of parking demand for the proposed garage and the effects of pricing on parking demand.[5] This study cites parking research which links employee parking charges with reductions in the "drive alone" ratio of employees. The study concludes that with an $85 per month parking charge, the ratio of drive-alone employees would decrease by 15 to 20 percent. This projection is based upon employee surveys in the Los Angeles area. It is likely that in order to avoid the parking fees, some employees would nevertheless continue to drive and park in the surrounding neighborhood. As a result, a residential permit parking program would be appropriate and is still assumed to be implemented in the neighborhood when Phase 1 of the parking facility is completed. The Draft EIR presents calculations for the "high" parking rate scenario based on a charge of over $55 per month (see Draft EIR, pages 72 to 73). The Draft EIR indicates a reduction of about 10 percent in the drive-alone commuting as a result of the higher rates. (The vehicle per employee ratio would decline from 0.60 to 0.55.)

13,000 cubic yards of excavation/20 cubic yards per truck load/21 working days (one month) x 2 one-way trips per load = 50-60 daily one-way trips.

Data provided in Memorandum from George Langdon, Fong & Chan Architects, to Valerie Geier, Orion Environmental Associates, dated November 16, 1993.

[5] Wilbur Smith Associates, 1993. *San Francisco General Hospital Medical Center Market Survey and Economic Analysis Update*. November 13, 1993.

The Draft EIR therefore provides a somewhat higher estimate of parking demand than would be found using the more recent study by Wilbur Smith Associates.

Although the Wilbur Smith study presents a different approach and some differing assumptions in determining parking demand and supply from the SFGH Parking Garage Draft EIR, the total parking shortfall estimates in the two studies are comparable. The Wilbur Smith study estimates a current shortfall of approximately 1,000 spaces and the Draft EIR estimates 1,066 spaces. Projected parking shortfalls in the two studies are also comparable. The Draft EIR projects a range of off-site parking demand for the hospital from 826 to 1,186 spaces for 1995. The Wilbur Smith study projects off-site demand of 750 to 1,000 spaces for 1996.

The various scenarios analyzed in the Draft EIR include variations that have higher net parking deficit than presented in the Wilbur Smith study. The Draft EIR also includes a "worst-case" traffic analysis in assessing full occupancy of a 1,200-space garage for traffic analysis purposes. Thus, the analysis in the EIR includes an appropriately conservative estimate of impacts on traffic, parking demand and site access impacts.

Cumulative Impacts

Gladstone Foundation Medical Research Building. The cumulative transportation analysis presented in the Draft EIR included a proposed Gladstone Foundation Medical Research Building to be located at Utah Street, 24th Street and Potrero Avenue (see Draft EIR, page 78). The project sponsor has withdrawn its application to the Department of City Planning for this project since the publication of the Draft EIR. The building was proposed to have its own on-site parking supply. While the project could have resulted in some decrease in curb parking demand (Gladstone employees already park in the area), this reduced demand was not included in Draft EIR. Therefore, deletion of the Gladstone project from the cumulative development scenario would not affect the cumulative parking analysis.

However, the Draft EIR traffic analysis did assume that traffic from Gladstone employees would be more focused in the project area (due to the proposed Gladstone parking garage). Although withdrawal of the Gladstone project application would reduce cumulative traffic flows by 134 PM peak hour trips in the immediate SFGH area, the potential addition of a University of California, San Francisco (UCSF) research facility would add 163 trips to the cumulative traffic flows.

University of California, San Francisco, Research Building at SFGH. The San Francisco General Hospital Medical Center is evaluating the construction of a clinical and bio-medical research facility for use by UCSF within the SFGH campus at the existing Parking Lots A and I and the Magnetic Resonance Imaging

(MRI) facility. This evaluation by SFGH is being conducted in response to a request by UCSF for sites in the Bay Area. The potential location for the UCSF facility would be at the north section of the SFGH campus, adjacent to 22nd Street, and construction on this site would involve removal of two existing surface parking lots providing a total of 58 spaces. The potential UCSF research facility would involve up to 260 new day shift employees on the SFGH campus.

It is anticipated that the UCSF research facility employees would exhibit travel characteristics comparable to the existing SFGH employees. Based on this assumption, the UCSF facility would generate an additional demand for 163 parking spaces, in addition to the removal of 58 existing spaces, for a total additional parking demand of 221 spaces. This additional demand could not be readily accommodated within the current off-street campus parking and the on-street curb parking in the area. The current SFGH on-street parking demand is estimated to be 1,066 spaces. The UCSF employees would compete for limited curb parking, resulting in a shift of parking demand to curb spaces more distant from the SFGH campus.

With the proposed 800-space parking garage (and low TSM, low parking rates and a residential permit parking program), the SFGH on-street demand would actually increase to 1,186 spaces (see Draft EIR, pages 71 and 72). With 800 available spaces in the garage, there would be a residual SFGH on-street demand of 386 spaces. This demand would be affected by the cumulative additional demand of 163 spaces for the UCSF facility and the loss of 58 on-site spaces. However, the cumulative total on-street demand for 607 on-street spaces would be about 57 percent of the current SFGH on-street demand.

With the proposed 1200-space parking garage (and high TSM, high parking rates and a residential permit parking program), the SFGH on-street parking demand would be 946 spaces. The cumulative demand, including the UCSF facility, would be 1,167 spaces. This demand could be met by the 1,200-space garage.

Based on SFGH employee travel characteristics, the UCSF facility would generate about 163 peak period vehicle trips. If all of these trips occurred during the PM peak hour, the UCSF trips would add less that 5 percent to projected volumes along Potrero Avenue and 23rd Street. It is unlikely that these changes would be measurable within the typical day-to-day fluctuation in traffic flows.

Noise

Noise from demolition and construction of the proposed structure was evaluated and described in the Draft EIR (see Draft EIR, pages 91 to 94). In addition to the construction-related noise impacts identified in the Draft EIR, construction of the proposed project, as revised, would have the potential to generate additional construction noise due to the additional excavation required. The primary source of noise from required

additional excavation would be the operation of construction equipment, and truck traffic associated with hauling of excavated material.

Temporary noise increases at nearby residences/receptors due to equipment operation would be the same as those identified in the Draft EIR (see Draft EIR, Table 8, page 92). During the daytime hours (7 AM to 8 PM), the maximum noise level permissible by the City Noise Regulation during construction is 80 dBA when measured at 100 feet from the noise-generating equipment. Pavement breakers and jackhammers are exempt from this requirement. There would be no pile driving required for installation of the caissons or for construction of the parking structure. Excavation would be done by bulldozers and front loaders, and as indicated in the Draft EIR, Table 8, page 92, these construction equipment would be expected to generate noise levels of about 72 decibels at 100 feet or 75 decibels at 50 feet, assuming feasible noise controls are implemented. These levels would not exceed the City's noise limit. However, the adjacent residents, commercial users as well as the hospital patients, employees, and visitors would be subject to these exterior noise levels. Adjacent residents along San Bruno Avenue, Utah Street and 24th Street are approximately 65 to 80 feet from the project boundaries, while the Gladstone Administration Building and the Main Hospital are located about 100 and 275 feet, respectively, from the project boundaries. Even with a 25-decibel reduction in noise levels with the windows closed, the interior noise level at adjacent residential and commercial users could be greater than 45 decibels, which is high enough to cause temporary disturbance and speech interference.

The additional excavation required for the proposed project would result in a one-month period of more intense truck traffic, which would be needed to haul away excavated material. Residents located along haul routes would be subject to truck noise. Although the proposed haul route has not been specified, it is anticipated that 23rd and/or 24th streets would be used for access between the project site and Potrero Avenue. The additional 25 to 30 daily truck loads (or 50 to 60 daily one-way truck trips) would increase noise levels by less than one decibel on a daily (24-hour Ldn[6]) basis. Noise generated by a single passing truck would range between 70 and 85 dBA at 100 feet, depending on travel speed and truck size. Again, even with a 25-decibel reduction in noise levels with the windows closed, the interior noise level at adjacent residential and commercial users could be greater than 45 decibels, which is high enough to cause temporary disturbance and speech interference.

[6] Ldn stands for day-night average noise level and represents a cumulative measure in decibels of community noise during a 24-hour period. It applies weighting factors to account for people's lower tolerance to noise during the night (10 PM to 7 AM).

Through mitigation measures included in the project (e.g., use of exhaust mufflers, intake silencers, and engine enclosures, see Draft EIR, pages 119 to 120), the higher levels could be reduced to about 75 to 78 dBA respectively. Mitigated levels would be within the City's noise limit (Article 29) of 80 dBA at 100 feet.

Visual Quality

Shadows and Views

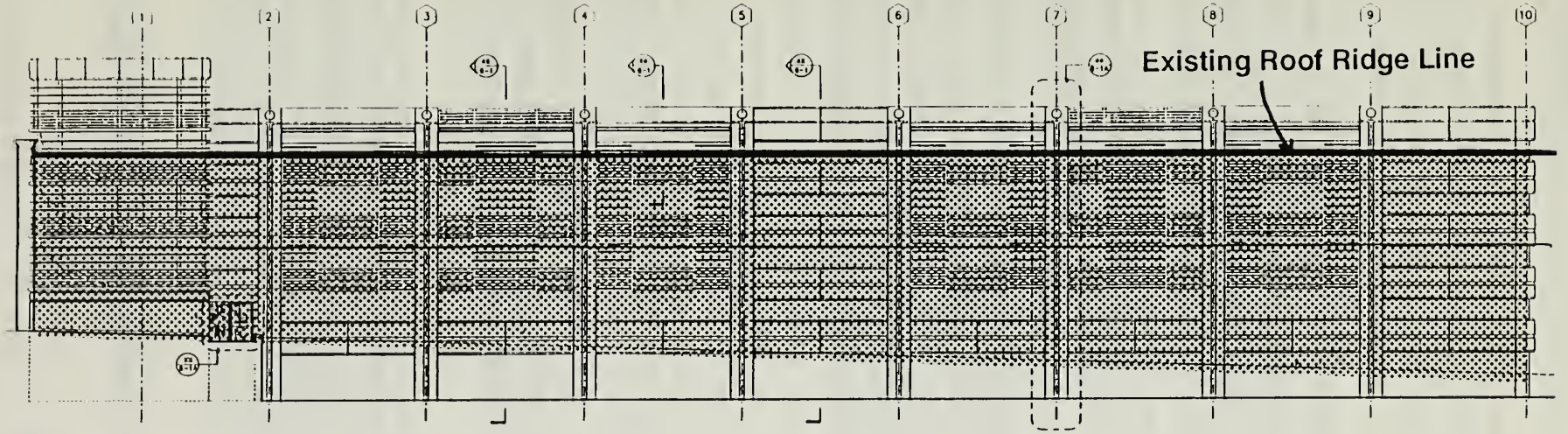
As described above under Land Use, the proposed parking structure would not exceed 40 feet in height, as measured by the City Planning Code, and therefore would not be subject to the requirements of Section 295 of the City Planning Code, Sunlight Ordinance (Proposition K). However, although no shadow analysis is required, construction of the proposed parking structure would result in increased blockage of sunlight in the late afternoon to residences to the east of the project site (i.e., along San Bruno Avenue and Vermont Street), since the parking structure would cover the entire block, including the existing 60-foot wide surface lot on the east side of the lot. Residences to the west of the site along Utah Street would experience about the same degree of sunlight blockage as it currently experiences, since the existing MUNI building obstructs the early morning sunlight from the east. The obstruction of sunlight would be greatest in the winter months when the sun is lower on the horizon, although the shadow cast by the garage would extend predominantly to the north toward the hospital. In addition, the proposed stair towers, the tallest components of the garage, would be 32 feet in diameter with an open design and would not cast major shadows for extensive periods of time.

Similarly, the construction of the parking structure at build-out would increase the obstruction of private views to the west from second-story residences along San Bruno Avenue and Vermont Street. Currently, there is a 60-foot wide surface parking lot along most of the eastern and southern frontages of the project site, which allows for limited views to the west from the residences on the east side of San Bruno Avenue. The remainder of the site is occupied by the existing 30- to 40-foot high MUNI building, which obstructs any views to the east from residences along Utah Street. The proposed parking structure would be built about 11 to 13 feet from the street and would be an average of 40 feet high; this would eliminate the band of open space on the project site and would obstruct any existing (although restricted) view corridors from San Bruno Avenue and Vermont Street. Views from residences along Utah Street would be essentially unaffected, since the existing MUNI building extends to the western boundary of the site with no setback from the sidewalk and obstructs views to the east. The roofline (to the top of the parapet) of the proposed parking structure would be about eight feet higher than the existing MUNI building, with the proposed stair towers about 15 feet higher. Figure 26A shows the proposed building height compared to the existing MUNI building.

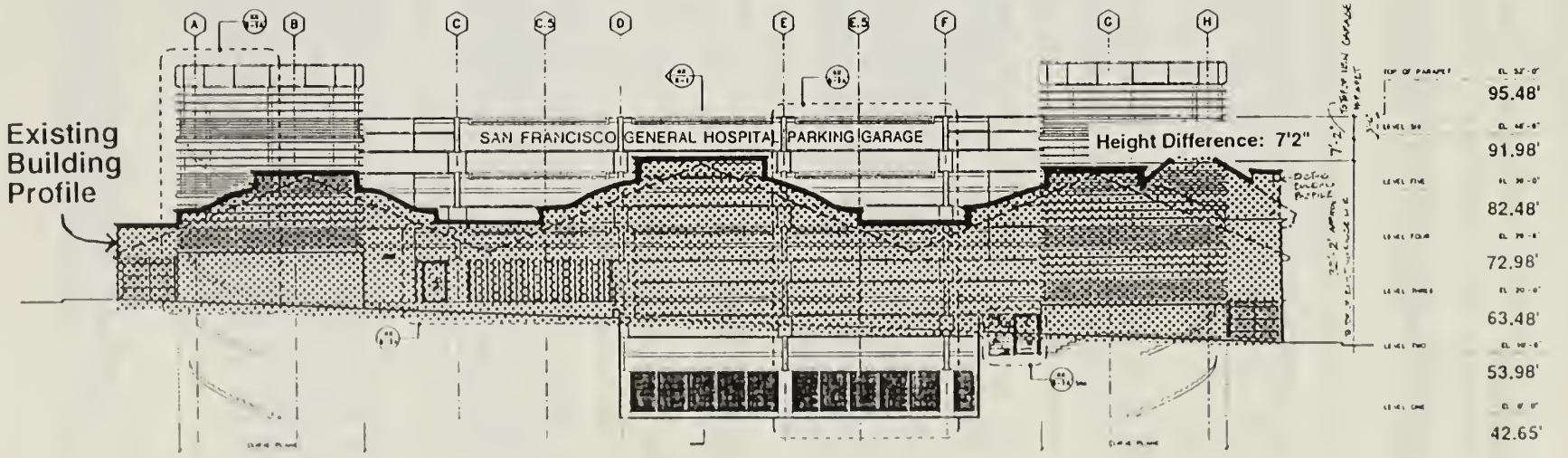
EXISTING AND PROPOSED BUILDING HEIGHTS

FIGURE 26A

San Francisco General Hospital
Parking Garage Project



1 WEST ELEVATION (UTAH STREET)



NORTH ELEVATION (23RD STREET)

Source: Fong and Chan Architects, 1993

Hazards

Status of Hazardous Waste Remediation

As discussed in the Draft EIR, hazardous waste investigations have identified soil and groundwater affected by petroleum hydrocarbons at the project site due to leaking underground tanks (see Draft EIR, pages 62 to 65). Remediation efforts under the oversight of the San Francisco Department of Public Health and the Regional Water Quality Control Board have been ongoing since 1992 and are still in progress.

Currently, there is a soil-vapor extraction system in operation at the site which is removing vapors from the soils near the former tank area. In addition, there is a "pump and skim" system which is depressing the local groundwater in order to draw the product (i.e., the petroleum-based fuel) back to the wells so that it can be skimmed and removed. Both of the systems are expected to continue to operate as long as remediation efforts continue at the site. The design of the final remediation system is also in progress. This will consist of a bio-reactor, in-situ bio-remediation, and re-injection system. If funds are available, this system is expected to be in operation by the fall of 1994 and to continue for five to ten years. The Department of Public Health is overseeing these efforts and is submitting quarterly reports to the Regional Water Quality Control Board.[7]

Project Impacts

Soil. The proposed project, as revised, would require three to eight feet of excavation throughout the project site and removal of about 13,000 cubic yards of soil. In addition, excavation would be required for the drilling of about 100 foundation caissons, 5 feet in diameter and 40 feet deep, and removal of about 3,200 cubic yards of soil. This excavation required for project construction would increase the likelihood of encountering contaminated soil and the potential for workers and the public to be exposed to hazardous levels of petroleum hydrocarbons.

The area of known contamination is generally in the southeast portion of the project site, in the vicinity of the former underground tanks. Therefore, excavation in this area would have the highest likelihood of encountering contaminated soil. However, there is the potential that other areas of the site may have been affected by historical hazardous materials handling activities on the site. As stated in the Draft EIR, there is a possibility of encountering hazardous materials during site clearing and excavation in other parts of the

[7] Hollis, Pam, Senior Environmental Health Inspector, San Francisco Department of Public Health, 1993. Telephone communication, December 20, 1993.

site not yet characterized. Due to the extensive investigations associated with characterizing the extent of groundwater contamination from the leaking underground tanks, it is anticipated that no extensive groundwater contamination would be encountered on the site other than the plume already identified and already under remediation. Any hazardous levels of chemicals in the soil, if encountered would most likely be confined to localized "hot spots" in the soil.

The additional excavation proposed for the garage would increase the potential for encountering hazardous materials during construction. In particular, drilling to a depth of 40 feet for the caissons would result in the possibility of encountering hazardous materials, especially at the southeast corner of the Phase 1 garage which is at the northern boundary of the identified plume of contaminated groundwater. The surface excavation of three to eight feet throughout the remainder of the site would have less likelihood of encountering hazardous materials.[8]

During construction, exposure to hazardous materials in soil could occur through inhalation of vapors, fumes or contaminated dust, through direct contact with contaminated materials, or through direct or indirect ingestion. The contractor would be required to comply with federal and state regulations designed to protect worker and public health from exposure to hazardous materials. The site health and safety plan prepared for the proposed project would address these measures (see Mitigation Measures, page 39). The plan would establish policies and procedures to protect workers and the public from potential hazards posed by hazardous materials and wastes at the project site, if encountered, and it would be prepared according to federal and California OSHA regulations for hazardous waste health and safety plans. A dust control program would also be implemented to minimize public health and air quality impacts associated with chemical-laden dust (see Mitigation Measures, page 39).

During excavation and demolition activities, the contractors would be required to be prepared for the potential of encountering hazardous materials in the soil. The contractors would be required to have a safety officer on-site during periods of excavation with the authority to stop work if contaminated materials are encountered. The contractors would be alert to visible evidence of hazardous materials, such as soil discoloration, suspicious odors, or presence of underground tanks, piping or other buried building materials, and they should have the capability to take grab samples in areas of suspected contamination. Soil suspected of contamination should be segregated and tested for quality to determine the appropriate methods for disposal. Depending on the quality of the soil, disposal could require transport by a licensed hauler to an appropriately permitted landfill, according to federal, state and local regulations.

[8] Hollis, Pam, Senior Environmental Health Inspector, San Francisco Department of Public Health, 1993. Telephone communication, December 20, 1993.

The contractor would be required to have a contingency site safety and health plan, a sampling and investigation plan, and if necessary, disposal/remediation plans, all in accordance with federal, state, regional, and local hazardous materials regulations. In addition, the contractor would be required to ensure that no contaminated materials, including vapors and contaminated dusts, migrate off-site to adjacent land uses. These measures would minimize the risk of exposure of workers and the public to hazardous materials.

Groundwater. In the event that dewatering is required for installation of the caissons, there is the potential for the dewatering system to conflict with the operation of the ongoing remediation system. A dewatering system for the caissons could affect the localized groundwater flow and alter the pattern and direction of flow, possibly counteractive to the objective of the groundwater drawdown system ("pump and skim" system). This could also possibly affect flow of contaminated groundwater and floating product known to be present, and it would hamper remediation efforts.

The dewatering system for the installation of the caissons would be a passive system which would be localized in the immediate vicinity of each caisson to avoid any influence on the groundwater flow in the vicinity of the interim pumping remediation system. Dewatering for each caisson would be done individually, possibly by a hand pump, and the discharged groundwater would be pumped to a storage tank on-site. Use of a passive system of dewatering would minimize any effects on groundwater flow patterns in the area and should not interfere with the existing and planned remediation system.

Discharge of groundwater from dewatering may result in potential public health impacts if the groundwater has been affected by petroleum hydrocarbons or other chemicals. If dewatering is necessary, sampling and analysis of groundwater would be performed during construction to assess the quality of the groundwater for potential public health impacts and to determine the appropriate method for disposal of groundwater generated. If chemicals are identified in the groundwater, there could be potential public health impacts and/or there could be special requirements for disposal. Depending on the quality, the groundwater could be discharged to the City's sewerage system. Disposal of groundwater from dewatering activities to the sewer system is subject to the requirements of the City's Industrial Waste Ordinance (Public Works Code, Article 4.1). If the groundwater is determined to be contaminated with hazardous materials, on-site treatment of the groundwater may be required before discharge to the sewer system, or if standards could not be met with on-site treatment, the groundwater would need to be disposed of off-site by certified waste haulers.

Potential Conflicts between Project and Remediation System. The excavation for the proposed project would require interruption of the remediation system, interim pumping system, for about 3 to 4 months. The existing well heads on site would need to be removed in order for excavation, grading, and installation of the caissons and slab-on-grade to occur. The contractors would be required to mark the well locations for protection during excavation of the site, and any well within ten feet of the edge of a caisson would need to be relocated. If a conflict were to occur with any of the existing wells, the contractors would be required to replace those wells. The well heads and the underground piping for the remediation system would be re-installed prior to pouring the grade beams and the slab-on-grade. This would take about 3 to 4 months, during which time there would be no interim pumping system. However, phasing of the excavation and foundation work on the north and south ends of the site could be scheduled such that interruption of the interim pumping remediation system would be minimized. The final remediation design could proceed as scheduled such that the excavation and foundation would be completed by the time the final remediation system is ready for installation.

The final remediation system, consisting of in-situ bio-remediation, would be ongoing for a minimum of five to ten years.[9] It would require an area of about 10 feet by 20 feet on a concrete pad within the surface parking lot. The Phase 1 parking structure is anticipated to be completed by the summer of 1996. Ongoing bio-remediation could continue during operation of the parking facility, since the remediation system would occupy the area equivalent to less that one parking space, assuming 350 square feet per parking stall.

Cultural Resources

The proposed additional excavation for the parking garage would increase the potential for encountering cultural resources at the site during construction activities. Following removal of the existing structures on site, excavation of the entire site to a depth of four to eight feet would increase the likelihood for exposing cultural artifacts or remains, and drilling of caissons throughout the northern two-thirds of the site to a depth of 40 feet would also increase the likelihood for cultural deposits to be encountered. An archaeologist would be retained on-site during construction to inspect the exposed terrain for potential cultural deposits, as described under mitigation measures.

[9] Hollis, Pam, Senior Environmental Health Inspector, San Francisco Department of Public Health. 1993. Telephone communication, December 20, 1993.

CHAPTER 4
MITIGATION MEASURES

This chapter presents additional mitigation measures to those presented in the Draft EIR, pages 117 to 125, and are numbered sequentially following those previous measures. In some instances, the previous mitigation measures have been revised to reflect changes due to the revised project description or project schedule and are noted "*Revised*."

TRANSPORTATION, CIRCULATION AND PARKING

Measures Included In the Proposed Project

9. Flagmen and signing would be used to route trucks to and from their staging area.
Implementing Agency: Construction contractor, as required by San Francisco Parking Authority
Implementation Schedule: During construction

10. During excavation and foundation activities, haul trucks carrying excavated materials would be restricted to the hours of 7 AM to 4 PM to avoid conflict with the PM peak hour traffic.
Implementing Agency: Construction contractor, as required by San Francisco Parking Authority
Implementation Schedule: During excavation and foundation period (approximately three months)

HAZARDS

Measures Included In the Proposed Project

3. *(Revised)* The project sponsor would ensure that the construction contractor would develop, and implement if necessary, a contingency plan to address the potential of encountering hazardous materials in subsurface materials during the course of demolition, excavation and construction. During excavation and earthmoving activities, the contractor would be alert to visible evidence of hazardous materials, such as soil discoloration, suspicious odors, or presence of underground tanks, piping or other buried building materials.

The contingency plan would include provisions for items such as the following: site safety officer; health and safety plan (see Mitigation Measure 4, below); sampling an analysis of materials

suspected to be contaminated; hazardous materials investigation and remediation plans; public health control measures; and coordination with and reporting to regulatory agencies (e.g., San Francisco Department of Public Health, Bay Area Air Quality Management District, and the Regional Water Quality Control Board). Hazardous materials investigations and remediation would be conducted in accordance with all applicable federal, state, regional and local regulations.

If hazardous materials are encountered, a site safety officer would be required to be on-site, full-time during excavation and pre-drilling activities, and would have the authority to stop work if contaminated materials are encountered. The safety officer should be a qualified, experienced professional, such as a certified industrial hygienist, professional engineer or registered geologist, who is experienced and familiar with petroleum-contaminated soils.
Implementing Agency: Contractors, as required by San Francisco Parking Authority
Implementation Schedule: Prior to and during construction

4. The project sponsor would ensure that the construction contractor would provide and implement a Health and Safety Plan prepared by a certified industrial hygienist to meet all applicable federal, state, and local environmental and worker safety laws. The Plan would establish policies and procedures to protect workers and the public from potential hazards posed by hazardous materials at the project site, and it would be prepared according to federal and California OSHA regulations for hazardous waste health and safety plans. The Health and Safety Plan would include items such as the following, as applicable to site conditions: identification of contaminants, potential hazards, material handling procedures, dust suppression measures, personal protection clothing and devices, controlled access to the site, health and safety training requirements, monitoring equipment used during construction to verify health and safety of workers and the public, measures to protect public health and safety, and emergency response procedures.
Implementing Agency: Contractors, as required by San Francisco Parking Authority
Implementation Schedule: Prior to and during excavation and pre-drilling activities

5. The project sponsor would ensure that dust control measures are included in the mitigation measures for air quality to minimize the potential public health impact associated with visible dust emissions and air quality pollutants. The project sponsor would ensure that a dust control program is implemented to minimize potential public health impacts associated with exposure to chemical-laden dust. (See Draft EIR, page 121)
Implementing Agency: San Francisco Parking Authority
Implementation Schedule: During construction

6. The construction contractor would be responsible for ensuring that existing monitoring wells and on-site remediation equipment remains in working condition, and if necessary, would re-construct or replace any damaged equipment. The contractors would schedule excavation and foundation work such that interruption of the operation of the interim pumping remediation system is minimized to the extent possible.
Implementing Agency: Contractor, as required by San Francisco Parking Authority
Implementation Schedule: During construction

7. If dewatering is required for construction, the Contractor would collect and analyze the groundwater for chemicals. Disposal of groundwater from dewatering activities to the City's sewer system would be conducted in accordance with the City's Industrial Waste Ordinance (Public Works Code, Article 4.1). The Regional Water Quality Control Board would be notified if water quality impacts are identified, in accordance with applicable regulations.
Implementing Agency: San Francisco Parking Authority, Department of Public Health
Implementation Schedule: During construction (foundation work)

CULTURAL RESOURCES

Measures Included In the Proposed Project

1. *(Revised)* The sponsor has agreed to retain the services of an archaeologist to inspect the exposed terrain when the existing building and pavement have been removed from the site to assess further the potential for prehistoric cultural deposits. The archeologist would be notified a minimum of five days in advance of any excavation activity on the site. If no evidence of such materials is encountered, then the project construction should proceed without further archaeological review. Should evidence of archaeological resources of potential significance be found during ground disturbance, the archaeologist would immediately notify the Environmental Review Officer (ERO), and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

   After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented

to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft final report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Office of Environmental Review shall receive three copies of the final archaeological report.

WATER QUALITY

Measure Rejected by Project Sponsor

1. During construction, excavation and earthmoving activities would be restricted to the dry season, from April to October.
   Reason for rejection: Due to scheduling constraints, this mitigation measure would not be feasible to implement. An alternative measure to prevent excess sedimentation to the combined sewer system has been included in the proposed project.

Measure Included In the Proposed Project

1. *(Revised, replaces previous measure)* During construction during the rainy season, the project sponsor would require the contractor to install and maintain erosion control measures, such as straw bales or silt fences, to prevent stormwater runoff carrying excess sediment from entering the sewer system. If determined to be necessary by the City, sediment traps at the catch basins for the City's combined sewer system would also be installed and maintained to reduce the amount of sediment entering the sewer system from stormwater runoff.
   Implementing Agency: Contractor, as required by San Francisco Parking Authority
   Implementation Schedule: During construction during wet season from November to April

CHAPTER 5
SIGNIFICANT ENVIRONMENTAL EFFECTS

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Sections 15040, 15081 and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter 4, Mitigation Measures, pages 38 to 41.

The finding of significant impacts are subject to final determination by the City Planning Commission as part of its certification process for the EIR. This chapter in the Final EIR will be revised, if necessary to reflect the City Planning Commission's findings.

All impacts identified in this EIR could be mitigated to levels considered to be insignificant.

CHAPTER 6
ALTERNATIVES TO THE PROPOSED PROJECT

The Draft EIR, Chapter 7, pages 127 to 143, presented five alternatives to the proposed project. These consisted of the following:

- Alternative A: Parking Structure Plus Residential Use Alternative
- Alternative B: Parking Structure Plus Commercial Use Alternative
- Alternative C: Off-Site Alternatives
- Alternative D: Reduced-Scale Parking Garage Alternative
- Alternative E: Re-Configured Parking Structure Alternative
- Alternative F: No Project Alternative

This chapter describes one additional alternative, Alternative G: Surface Lot Alternative.

ALTERNATIVE G: SURFACE LOT ALTERNATIVE

Description

of paving over the existing Muni maintenance facility (after
ng a surface parking lot for SFGH employees and visitors. It
about 305 square feet.[1] Based on a total surface area of
urface lot would be approximately 262 parking spaces. It is
sting topography without any excavation needed and that
oposed project, i.e., primary access on 24th Street and
alternative would fall short (by about 804 spaces, based on the
or 1,066 spaces) of achieving the project objectives of meeting the existing
of hospital staff, patients, and visitors as well as of providing parking for neighborhood
nts and commercial patrons.

Impacts

Land Use. This alternative would eliminate any issues associated with the proposed project's massing and scale relative to the adjacent residential and commercial uses to the east, south and west of the site.

[1]Robert A. Weant & Herbert S. Levinson, *Parking*, January 1991.

Depending on the design and landscaping of the surface lot, this alternative could be compatible with both the residential/commercial and hospital uses and could serve as a transition between the two uses. The surface lot alternative would be compatible with the current "P" zoning designation and would be well within the site's height restriction.

Transportation, Circulation and Parking. Under the surface lot alternative, the calculated peak parking demand would be reduced by the capacity of the surface lot (262 spaces), from 1,650 spaces to 1,388 spaces. With this minimal reduction in parking demand, most available on-street parking west of Highway 101 would be used by SFGH employees and visitors, similar to the existing conditions. Residents and commercial patrons would still have difficulty in finding parking during weekday peak periods. If a residential permit parking program (RPP) were established in conjunction with this alternative, employees and visitors of SFGH would need to travel farther to seek parking, such as east of Highway 101, or would park illegally.

Due to the minimal change in parking demand, there would not be any changes in area-wide traffic nor in intersection LOS as compared to existing conditions. Vehicle traffic would continue to access 23rd Street and 22nd Street to park in existing surface lots on the SFGH campus. Primary vehicle access to the alternative surface lot would likely be gained from 24th Street. While creation of a surface parking lot would increase vehicle traffic to the site, the volume of vehicles accessing the parking lot would not be large enough to affect intersection LOS or to change existing circulation patterns to cause noticeable impacts in the project study area.

Noise. Operational noise impacts of the surface lot alternative would be similar to the existing conditions, since there would be little change in traffic patterns. There would be some intermittent noises peaks associated with vehicles using the parking lot (e.g., car doors slamming, engine start-ups, squealing tires, etc.) during both the daytime and the evening. However, the noise impacts under this alternative would be less severe than with the proposed parking structure, since there would be fewer vehicles using the site. In either case, the increase in noise levels would not be noticeable compared to existing background noise. Project-related construction noises would be less under this alternative, since the construction would be less extensive and require less time.

Air Quality. Air quality impacts would be less under this alternative than with the proposed project, since there would be minimal changes in traffic patterns and no new traffic generated by the project. Localized emissions at the intersections adjacent to the project site and within the project site would not be measurably different from existing conditions. Construction dust impacts would be reduced, compared to the proposed project, due to the absence of any excavation, with only grading required after demolition of the existing building.

Visual Quality and Urban Design. A surface parking lot would eliminate any massing and scale impacts associated with the proposed project. Depending on the design and landscaping of the surface lot, this alternative could serve as a transition between the institutional uses to the north and the residential and commercial uses to the east, south and west of the site. The surface lot would not cast any shadows, and any shadows from the existing Muni facility would be eliminated. There would be no obstruction of views from private residences east of the site, and private residences west of the site may have enlarged views due to the removal of the existing Muni facility. Lighting would be required at the surface lot and could pose nighttime lighting and glare at street level to the neighboring residences. Direct glare from headlights of vehicles parking in the lot could intrude upon the first floor of residents on San Bruno Avenue and Utah Street.

Hazards. Construction of a surface parking lot at the project site would reduce the likelihood to encounter hazardous substances in the subsurface materials compared to the proposed project. There would be less excavation required (if any), and there would be no need to install caissons. Dewatering would not be required. Construction activities would also be of shorter duration, and there would be less likelihood to disrupt on-going remediation operations. Hazards associated with demolition of the existing MUNI building would be the same as with the proposed project. In any event, demolition and construction activities would need to be coordinated with on-going remediation efforts. Remediation efforts would continue following construction of the surface lot and would require additional space in the southeast quadrant of the site (equivalent to about one parking stall).

Growth Inducement. There would be no growth inducing impacts under this alternative, similar to the proposed project.

CHAPTER 7
DISTRIBUTION LIST

Federal and State Agencies

California Department of Transportation
Transportation Planning
P. O. Box 7310
San Francisco, CA 94120
Attn: Gary Adams

California Department of Transportation
Public Transportation Branch
P. O. Box 7310
San Francisco, CA 94120
Attn: William Chastain

Northwest Information Center
California Archaeological Inventory
Department of Anthropology
Sonoma State University
Rohnert Park, CA 94928
Attn: Christian Gerike

Regional Agencies

Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604
Attn: Sally Germain

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109
Attn: Irwin Mussen

City and County of San Francisco

Bureau of Building Inspection
450 McAllister Street
San Francisco, CA 94102
Attn: Larry Litchfield, Superintendent

Landmarks Preservation Advisory Board
450 McAllister Street
San Francisco, CA 94102
Attn: Vincent Marsh, Secretary
Patrick McGrew, President
Dr. Harold Kirker
Ronald Dudum
William Fazande
Artemis Maurille
Nicholas Sapunar
Albert Seto
Betty Smith-Brassington
Proctor Jones

Mayor's Office of Community Development
10 U. N. Plaza
San Francisco, CA 94102
Attn: Larry Del Carlo

Mayor's Office of Econ. Planning & Dev.
City Hall
San Francisco, CA 94102
Attn: Kent Sims, Eila Arbuckle

Mayor's Office of Housing
10 U. N. Plaza
San Francisco, CA 94102
Attn: Ted Dienstfrey

San Francisco Arts Commission
25 Van Ness Avenue, Suite 240
San Francisco, CA 94102
Attn: Tonia Macneil

San Francisco City Planning Commission
450 McAllister Street
San Francisco, CA 94102
Attn: Linda Avery, Secretary
Sidney R. Unobskey, President
Frank F. Fung, Vice President
M. Toby Levine
Susan Lowenberg
Lawrence Martin
Romaine Boldridge, Alternate
David Prowler, Alternate
Rudolf Nothenberg
Anson Moran

City and County of San Francisco (cont'd)

San Francisco Dept. of Parking & Traffic
25 Van Ness Avenue, Suite 410
San Francisco, CA 94102
Attn: Kevin M. Hagerty, Director

San Francisco Dept. of Parking & Traffic
Traffic Engineering Division
460 McAllister Street
San Francisco, CA 94102
Attn: Mark Rand, Jerry Robbins

San Francisco Department of Public Health
101 Grove Street, Room 207
San Francisco, CA 94102
Attn: Pam Hollis, William Lee

San Francisco Department of Public Works
Bureau of Architecture
30 Van Ness Avenue
San Francisco, CA 94102
Attn: Philip E. Sowers

San Francisco Department of Public Works
Division of General Engineering
1680 Mission Street, 2nd Floor
San Francisco, CA 94103
Attn: Raymond Wong

San Francisco Department of Public Works
Division of Streets and Mapping
City Hall, Room 359
San Francisco, CA 94102
Attn: Tim A. Molinare

San Francisco Fire Department
Division of Planning & Research
260 Golden Gate Avenue
San Francisco, CA 94102
Attn: Howard L. Slater

San Francisco General Hospital
c/o Administration
1001 Potrero Avenue
San Francisco, CA 94110
Attn: Richard Cordova, Director
Jerome Rankin
Phyllis Harding

San Francisco General Hospital
Ward 82
1001 Potrero Avenue
San Francisco, CA 94110
Attn: Anson Moon, Kathy Eng

San Francisco General Hospital
Dept. of Pharmaceutical Services
1001 Potrero Avenue
San Francisco, CA 94110
Attn: Dr. Stu Heard, Director of Pharmacy

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attn: Peter Strauss, James D. Lowe

San Francisco Police Department
Planning Division
Hall of Justice
850 Bryant Street, Room 500
San Francisco, CA 94103
Attn: Lt. James Molinare

San Francisco Public Utilities Commission
425 Mason Street, 4th Floor
San Francisco, CA 94102
Attn: Bruce Bernhard

San Francisco Public Utilities Commission
Bureau of Energy Conservation
110 McAllister Street, Room 402
San Francisco, CA 94102
Attn: John Deakin, Director

San Francisco Public Utilities Commission
Room 287, City Hall
San Francisco, CA 94102
Attn: Thomas J. Elzey, General Manager

San Francisco Public Utilities Commission
949 Presidio Avenue, Room 150
San Francisco, CA 94115
Attn: Larry James

San Francisco Real Estate Department
25 Van Ness Avenue, 4th Floor
San Francisco, CA 94102
Attn: Anthony Delucchi, Dir. of Property

City and County of San Francisco (cont'd)

San Francisco Recreation & Park Dept.
McLaren Lodge, Golden Gate Park
Fell and Stanyan Streets
San Francisco, CA 94117
Attn: Deborah Learner

San Francisco Redevelopment Agency
770 Golden Gate Avenue
San Francisco, CA 94102
Attn: Thomas G. Conrad, I. Tanjuaquio

San Francisco Water Department
Distribution Division
425 Mason Street
San Francisco, CA 94102
Attn: Hans Bruno, Asst. Manager

Media

Associated Press
1390 Market Street, Suite 318
San Francisco, CA 94102
Attn: Bill Shiffman

KPOO - FM
P. O. Box 6149
San Francisco, CA 94101
Attn: Leland S. Meyerzone

The Potrero View
953 De Haro Street
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additional story for each 15 feet or fraction thereof by which the total building height exceeds the number of stories times 15 feet; except that such additional gross floor area shall not be counted in the case of live/work units or a church, theater or other place of public assembly. (Amended Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.12. HEIGHT (OF A BUILDING OR STRUCTURE). The vertical distance by which a building or structure rises above a certain point of measurement, which point shall be taken as indicated herein. For this purpose, the term "building" shall be deemed to include the term "structure."

(a) In the case of either (b) or (c) below, such point shall be taken at the centerline of the building or, where the building steps laterally in relation to a street that is the basis for height measurement, separate points shall be taken at the centerline of each building step.

(b) Where the lot is level with or slopes downward from a street at the centerline of the building or building step, such point shall be taken at curb level on such a street. This point shall be used for height measurement only for a lot depth not extending beyond a line 100 feet from and parallel to such street, or beyond a line equidistant between such street and the street on the opposite side of the block, whichever depth is greater. Measurement of height for any portion of the lot extending beyond such line shall be considered in relation to the opposite (lower) end of the lot, and that portion shall be considered an upward sloping lot in accordance with Subsection (c) below, whether or not the lot also has frontage on a lower street.

(c) Where the lot slopes upward from a street at the centerline of the building or building step, such point shall be taken at curb level for purposes of measuring the height of the closest part of the building within 10 feet of the property line of such street; at every other cross-section of the building, at right angles to the centerline of the building or building step, such point shall be taken as the average of the ground elevations at either side of the building or building step at that cross-section. The ground elevations used shall be either existing elevations or the elevations resulting from new grading operations encompassing an entire block. Elevations beneath the building shall be taken by projecting a straight line between ground elevations at the exterior walls at either side of the entire building in the same plane.

(d) Where the lot has frontage on two or more streets, the owner may choose the street or streets from which the measurement of height is to be taken, within the scope of the rules stated above.

Where the height limits for buildings and structures are established by this Code, the upper points to be taken for measurement of height shall be as prescribed in the provisions relating to such height limits. (Amended Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.13. LIVE/WORK UNIT. A live/work unit is a structure or portion of a structure combining a residential living space for a group of persons including not more than four adults with an integrated work space principally used by one or more of the residents; provided, however, that no otherwise qualifying portion of a structure which contains a Group A occupancy under the San Francisco Building Code shall be considered a live/work unit. (Added by Ord. 412-88, App. 9/10/88)

specified in Section 132.3, whenever a height limit of more than 35 feet is prescribed by the Height and Bulk District in which the property is located, any building or structure exceeding 35 feet shall be permitted only upon approval of a conditional use by the City Planning Commission, according to procedures for conditional use approval in Section 303 of this Code. (Added by Ord. 131-87, App. 4/24/87)

SEC. 260. HEIGHT LIMITS: MEASUREMENT. (a) **Method of Measurement.** The limits upon the height of buildings and structures shall be as specified on the Zoning Map. In the measurement of height for purposes of such limits, the following rules shall be applicable:

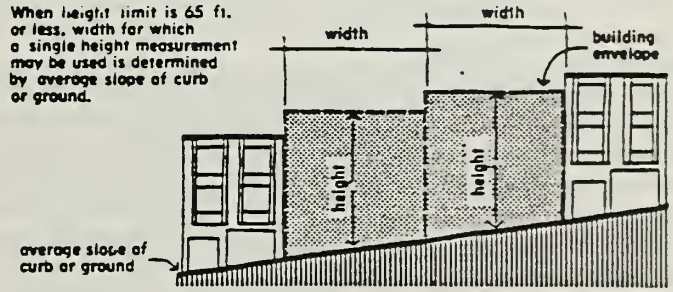
(1) The point above which such measurements shall be taken shall be as specified in the definition of "height" in this Code.

(2) The upper point to which such measurement shall be taken shall be the highest point on the finished roof in the case of a flat roof, and the average height of the rise in the case of a pitched or stepped roof, or similarly sculptured roof form, or any higher point of a feature not exempted under Subsection (b) below.

(3) In cases where the height limit is 65 feet or less and a street from which height measurements are made slopes laterally along the lot, or the ground slopes laterally on a lot that also slopes upward from the street, there shall be a maximum width for the portion of the building or structure that may be measured from a single point at curb or ground level, according to the definition of "height," as specified in the following table. These requirements shall not apply to any property to which the bulk limitations in Section 270 of this Code are applicable.

TABLE 260
HEIGHT MEASUREMENT ON LATERAL SLOPES
WHERE HEIGHT LIMIT IS 65 FEET OR LESS

Average Slope of Curb or Ground From Which Height is Measured	Maximum Width for Portion of Building that May Be Measured from a Single Point
5 percent or less	No requirement
More than 5 percent but no more than 15 percent	65 feet
More than 15 percent but no more than 20 percent	55 feet
More than 20 percent but no more than 25 percent	45 feet
More than 25 percent	35 feet


When height limit is 65 ft. or less, width for which a single height measurement may be used is determined by average slope of curb or ground.
width
width
building envelope
height
height
average slope of curb or ground

(b) **Exemptions.** In addition to other height exceptions permitted by this Code, the features listed in this Subsection shall be exempt from the height limits established by this Code, in an amount up to but not exceeding that which is specified.

(1) The following features shall be exempt; provided the limitations indicated for each are observed; provided further that the sum of the horizontal areas of all features listed in this Paragraph (b)(1) shall not exceed 20 percent of the horizontal area of the roof above which they are situated, or, in C-3 Districts, and in the Rincon Hill Special Use District, where the top of the building has been separated into a number of stepped elements to reduce the bulk of the upper tower, of the total of all roof areas of the upper towers; and provided further that in any R, RC-1, RC-2, RC-3 or RC-4 District the sum of the horizontal areas of all such features located within the first 10 feet of depth of the building, as measured from the front wall of the building, shall not exceed 20 percent of the horizontal area of the roof in such first 10 feet of depth.

As an alternative, the sum of the horizontal areas of all features listed in this Paragraph (b)(1) may be equal but not exceed 20 percent of the horizontal area permitted for buildings and structures under any bulk limitations in Section 270 of this Code applicable to the subject property.

Any such sum of 20 percent heretofore described may be increased to 30 percent by unroofed screening designed either to obscure the features listed under (A) and (B) below or to provide a more balanced and graceful silhouette for the top of the building or structure.

(A) Mechanical equipment and appurtenances necessary to the operation or maintenance of the building or structure itself, including chimneys, ventilators, plumbing vent stacks, cooling towers, water tanks, panels or devices for the collection of solar or wind energy and window-washing equipment, together with visual screening for any such features. This exemption shall be limited to the top 10 feet of such features where the height limit is 65 feet or less, and the top 16 feet of such features where the height limit is more than 65 feet.

(B) Elevator, stair and mechanical penthouses, fire towers, skylights and dormer windows. This exemption shall be limited to the top 10 feet of such features where the height limit is 65 feet or less, and the top 16 feet of such features where the height limit is more than 65 feet.

(C) Stage and scenery lofts.

(D) Ornamental and symbolic features of public and religious buildings and structures, including towers, spires, cupolas, belfries and domes, where such features are not used for human occupancy.

(E) In any C-3 District, enclosed space related to the recreational use of the roof, not to exceed 16 feet in height.

(F) In any C-3 or South of Market District, additional building volume used to enclose or screen from view the features listed under Subsections (b)(1)(A) and (B) above. The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to this subsection but shall meet the requirements of Section 141 and shall not exceed 20 feet in height, measured as provided in Subsection (a) above, and may not exceed a total volume, including the volume of the features being enclosed, equal to ¾ of the horizontal area of all upper tower roof areas of the building measured before the addition of any exempt features times 20.

(G) In any C-3 District, vertical extensions to buildings, such as spires, which enhance the visual appearance of the structure and are not used for human occupancy may be allowed, pursuant to the provisions of Section 309, up to 75 feet above the height otherwise allowed. The extension shall not be subject to the percentage coverage limitations otherwise applicable to this subsection, provided that the extension is less than 100 square feet in cross-section and 18 feet in diagonal dimension.

(H) In the Rincon Hill Special Use District, enclosed space related to the recreational use of the roof, not to exceed 16 feet in height.

(I) In the Rincon Hill Special Use District, additional building volume used to enclose or screen from view the features listed under Subsections (b)(1)(A) and (b)(1)(B) above. The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to this subsection but shall meet the requirements of Section 141 and shall not exceed 20 feet in height, measured as provided in Subsection (a) above, and may not exceed a total volume, including the volume of the features being enclosed, equal to ¾ of the horizontal area of all upper tower roof areas of the building measured times 20.

(J) In the Van Ness Special Use District, additional building volume used to enclose or screen from view the features listed under Subsections (b)(1)(A) and

(b)(1)(B) above and to provide additional visual interest to the roof of the structure. The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to this Subsection, but shall meet the requirements of Section 141 and shall not exceed 10 feet in height where the height limit is 65 feet or less or 16 feet where the height limit is more than 65 feet, measured as provided in Subsection (a) above, and may not exceed a total volume, including the volume of the features being enclosed, equal to ¾ of the horizontal area of all upper tower roof areas of the building measured before the addition of any exempt features times 10 where the height limit is 65 feet or less or times 16 where the height limit is more than 65 feet.

(2) The following features shall be exempt, without regard to their horizontal area, provided the limitations indicated for each are observed:

(A) Railings, parapets and catwalks, with a maximum height of four feet.

(B) Open railings, catwalks and fire escapes required by law, wherever situated.

(C) Unroofed recreation facilities with open fencing, including tennis and basketball courts at roof level, swimming pools with a maximum height of four feet and play equipment with a maximum height of 10 feet.

(D) Unenclosed seating areas limited to tables, chairs and benches, and related windscreens, lattices and sunshades with a maximum height of 10 feet.

(E) Landscaping, with a maximum height of four feet for all features other than plant materials.

(F) Short-term parking of passenger automobiles, without additional structures or equipment other than trellises or similar overhead screening for such automobiles with a maximum height of eight feet.

(G) Amusement parks, carnivals and circuses, where otherwise permitted as temporary uses.

(H) Flagpoles and flags, clothes poles and clotheslines, and weathervanes.

(I) Radio and television antennae where permitted as accessory uses and towers and antennae for transmission, reception, or relay of radio, television or other electronic signals, where permitted as principal or conditional uses, subject to the limitations of Subsections 227(h) and (i) of this Code and limitations imposed by the City Planning Commission.

(J) Warning and navigation signals and beacons, light standards and similar devices, not including any sign regulated by this Code.

(K) Public monuments owned by government agencies.

(L) Cranes, scaffolding and batch plants erected temporarily at active construction sites.

(M) Structures and equipment necessary for the operation of industrial plants, transportation facilities, public utilities and government installations, where otherwise permitted by this Code and where such structures and equipment do not contain separate floors, not including towers and antennae for transmission, reception, or relay of radio, television, or other electronic signals where permitted as principal or conditional uses by this Code.

(N) Buildings, structures and equipment of the San Francisco Port Commission, where not subject to this Code due to provisions of the San Francisco Charter or State law.

(O) Additional building height, up to a height of five feet above the otherwise applicable height limit, where the uppermost floor of the building is to be occupied

solely by live/work units located within a South of Market District.

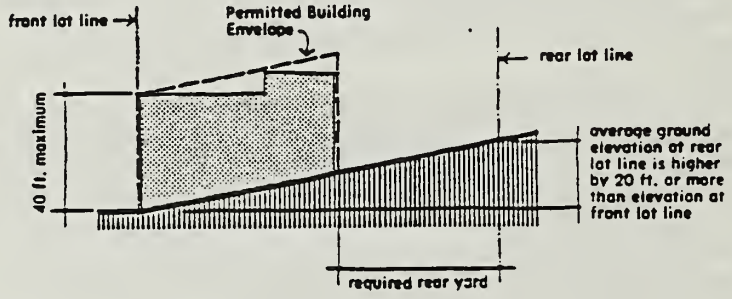
(P) Enclosed recreational facilities up to a height of 10 feet above the otherwise applicable height limit when located within both an SSO District and a 65-U height and bulk district and when authorized by the City Planning Commission as a conditional use pursuant to Sections 303 and 316 of this Code, provided that the project is designed in such a way as to reduce the apparent mass of the structure above a base 50 foot building height. (Amended by Ord. 414-85, App. 9/17/85; Ord. 532-85, App. 12/4/85; Ord. 537-88, App. 12/16/88; Ord. 115-90, App. 4/6/90)

SEC. 261. ADDITIONAL HEIGHT LIMITS APPLICABLE TO CERTAIN USE DISTRICTS. (a) **General.** Notwithstanding any other height limit established by this Article 2.5 to the contrary, the height of dwellings in certain use districts established by Article 2 of this Code shall be further limited by this Section 261. The measurement of such height shall be as prescribed by Section 260.

(b) **Height Limits Applicable to the Entire Property.**

(1) No portion of a dwelling in any RH-1(D), RH-1 or RH-1(S) District shall exceed a height of 35 feet, except that:

(A) The permitted height shall be increased to 40 feet where the average ground elevation at the rear line of the lot is higher by 20 or more feet than at the front line thereof;


front lot line
Permitted Building Envelope
rear lot line
40 ft. maximum
average ground elevation at rear lot line is higher by 20 ft. or more than elevation at front lot line
required rear yard

MEMO

DATE: December 3, 1993

PROJECT: SAN FRANCISCO GENERAL HOSPITAL PARKING GARAGE
San Francisco General Hospital, San Francisco
CCSF Project No. 5307A
Fong & Chan Project No. 112

TO: Ms. Valerie Geier - Orion Environmental Associates

FROM: George Langdon, Project Manager

RE: PARTIAL RESPONSE TO SUPPLEMENTAL EIR INFORMATION

The following information is in response to your Exhibit 4:

4. Text explaining how maximum height of building was determined with regard to Planning Code methodology, why it conforms to the height limit, and exceptions to the height limit (such as parapets and elevator penthouses).

The height limit for the site as established by the San Francisco Planning Code is 40 feet. The measurement of height for purposes of such limits is provided in Section 260 and the definition of height in Section 102.12.

SEC. 102.12. defines height as the vertical distance by which a building or structure rises above a certain point of measurement and indicates how that point shall be taken. Four subsections in SEC. 102.12. establish the method of measurement.

SEC. 102.12. (a) provides that in any case the point of measurement shall be taken at the centerline of the building, unless the building steps laterally in relation to a street. Since the parking garage does not step, the point of measurement is the centerline of the building.

SEC. 102.12. (d) provides that where a lot has frontage on two or more streets, the owner may choose the street or streets from which the measurement of height shall be taken, within

FONG & CHAN ARCHITECTS
ARCHITECTURE PLANNING INTERIOR DESIGN
1361 E. [illegible] STREET SAN FRANCISCO CALIFORNIA [illegible]

the scope of the rules stated above; in SEC 102.12. (b) and (c). The parking garage site has frontage on four streets and we have chosen to measure the height from 23rd Street and 24th Street, which are at opposite ends of the site.

SEC. 102.12. (b) establishes that where the lot is level with or slopes downward from a street at the centerline of the building, the point of measurement shall be taken at curb level on such a street. This is the condition at 23rd Street. Subsection (b) also indicates that this point shall be used for height measurement only for a lot depth not extending beyond a line 100 feet from and parallel to such street, or beyond a line equidistant between such street and the street on the opposite side of the block, whichever depth is greater. It also provides that measurement of height for any portion of the lot extending beyond such line shall be considered in relation to the opposite (lower) end of the lot, and that portion shall be considered an upward sloping lot in accordance with Subsection (c) below, whether or not the lot has frontage on a lower street. As applied to the parking garage site, this means that the height measurement as taken from 23rd Street can only be applied to the midpoint of the 400 foot lot, or the first 200 feet. The height for the remaining 200 feet of the site is to be measured from 24th Street according to Subsection (c).

SEC. 102.12. (c) establishes the basis of measurement of height where the lot slopes upward from a street at the centerline of the building. Such point shall be taken at curb level for purposes of measuring the height of the closest part of the building within 10 feet of the property line of such street; at every other cross-section of the building, at right angles to the centerline of the building, such point shall be taken as an average of the ground elevations at either side of the building at that cross-section. The ground elevations used shall be either existing elevations or the elevations resulting from new grading operations encompassing an entire block. Elevation beneath the building shall be taken by projecting a straight line between ground elevations at the exterior walls at either side of the entire building in the same plane. This subsection results in a height envelope that starts at the property line along 24th Street, extends back at a flat elevation for the first 10 feet of the site and then steps up and slopes upward for the remaining 190 feet based on averaging the ground elevations at either side of the site along San Bruno Avenue and Utah Street. The sloping portion of the height envelope is also flat across the site since the height is measured at the centerline of the building.

The attached figure shows the resulting height limit for the site as established by the method of measurement described above.

At 23rd Street the curb level at the centerline of the building is 60.13 feet so the height limit is 60.13 + 40.00 = 100.13 feet and extends 200 feet to the midpoint of the site. At 24th Street the curb level is 46.61 feet so the height limit is 46.61 + 40.00 = 86.61 feet for the part of the building within 10 feet of the property line. The height limit then increases based on averaging the ground elevations at right angles to the centerline of the building along the

property lines on San Bruno Avenue and Utah Street. At 10 feet back from the property line the height limit is 47.30 + 40.00 = 87.30 feet. At the edge of the proposed 800-space parking garage the height limit is 51.70 + 40.00 = 91.70 feet. The height limit continues to increase to the midpoint of the site where it is 54.10 + 40.00 = 95.10 feet. At the midpoint of the site the two height envelopes meet as shown on the section in the attached figure.

Having determined the height limit for the site, SEC. 260. applies two additional rules for measuring the height of the building. Item (2) states that the upper point to which such measurement shall be taken shall be the highest point of the finished roof, or any higher point of a feature not exempted under Subsection (b). For the Garage, this means the height is measured to the highest parking level since there is no roof. Item (3) states that in cases where the height limit is 65 feet or less and a street from which height measurements are made slopes laterally along the lot, or the ground slopes laterally on a lot that also slopes upward from the street, there shall be a maximum width for the portion of the building or structure that may be measured from a single point at curb or ground level, according to the definition of "height," as specified in Table 260. Reference to Table 260 indicates that if the average slope of curb or ground from which height is measured is 5 percent or less then there is no requirement for the maximum width for portion of building the may be measured from a single point. In the case of the Garage site the lateral slope on both 23rd Street and 24th Street is less than 5 percent so the height measurement is taken from the single point at the centerline of the building.

SEC. 260. (b) provides for exemptions to the height limit for specific features. In the case of the parking garage two exemptions are relevant.

SEC. 260.(b)(1)(B). The top 10 feet of elevator and stair penthouses shall be exempt from the height limit provided that the sum of the horizontal areas of these features shall not exceed 20 percent of the horizontal area of the roof above which they are situated.

SEC. 260.(b)(2)(A) Railings and parapets with a maximum height of four feet shall be exempt from the height limit without regard to their horizontal area.

Both the proposed 800-space Phase 1 parking garage and the 1200-space Phase 2 structure comply with the height limit on the site.

The highest elevation of the 800-space parking garage would be 91.65 feet at the Sixth Level parking slab. The vertical distance would be 31.52 feet as measured from 23rd Street and 39.95 feet as measured from 24th Street, both within the 40 feet permitted. The elevation of the Stair and Elevator Penthouse at 23rd Street would be 105.90 feet which is a vertical distance of 45.77 feet and within the 50 feet permitted.

For the 1200-space parking garage, the heights as measured from 23rd Street would be the same. On 24th Street, the parking garage extends into the 10 feet back of the property line so the height is measured from the curb level of 46.61 feet. The parking garage is five levels at 24th Street and highest elevation at the Fifth Level parking slab would 82.23 feet. This is a vertical distance of 35.62 feet at the point of measurement. The elevation of the Stair and Elevator Penthouse at 24th Street would be 96.48 feet which is a vertical distance of 49.87 feet at the point of measurement. Both are within the permitted height limits.

Please contact me if you have questions or comments regarding this information.

cc: Mr. Kevin Hagerty, Department of Parking & Traffic
Mr. Philip Sowers, Bureau of Architecture

File: MEMO.17
CHRON